

# Public Document Pack



## Urban Renewal Policy and Performance Board

Wednesday, 21 June 2006 6.30 p.m.  
Town Hall, Runcorn



**Chief Executive**

### **BOARD MEMBERSHIP**

<b>Councillor Ron Hignett (Chairman)</b>	<b>Labour</b>
<b>Councillor Dave Leadbetter (Vice-Chairman)</b>	<b>Labour</b>
<b>Councillor Ellen Cargill</b>	<b>Labour</b>
<b>Councillor Keith Morley</b>	<b>Labour</b>
<b>Councillor Paul Nolan</b>	<b>Labour</b>
<b>Councillor Christopher Rowe</b>	<b>Liberal Democrat</b>
<b>Councillor Tim Sly</b>	<b>Liberal Democrat</b>
<b>Councillor Dave Thompson</b>	<b>Labour</b>
<b>Councillor Pamela Wallace</b>	<b>Labour</b>
<b>Councillor Ian Whittaker</b>	<b>Conservative</b>
<b>Councillor Philip Worrall</b>	<b>Liberal Democrat</b>

*Please contact Caroline Halpin on 0151 471 7394 or e-mail [caroline.halpin@halton.gov.uk](mailto:caroline.halpin@halton.gov.uk) for further information.*

*The next meeting of the Board is on Wednesday, 20 September 2006*

**ITEMS TO BE DEALT WITH  
IN THE PRESENCE OF THE PRESS AND PUBLIC**

**Part I**

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<b>2. DECLARATION OF INTERESTS (INCLUDING PART WHIP DECLARATIONS)</b>	
Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda, no later than when that item is reached and (subject to certain exceptions in the Code of Conduct for Members) to leave the meeting prior to discussion and voting on the item.	
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*In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.*

**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 21 June 2006

**REPORTING OFFICER:** Strategic Director, Corporate and Policy

**SUBJECT:** Public Question Time

**WARD(s):** Borough-wide

### **1.0 PURPOSE OF REPORT**

- 1.1 To consider any questions submitted by the Public in accordance with Standing Order 33(5).
- 1.2 Details of any questions received will be circulated at the meeting.

### **2.0 RECOMMENDED: That any questions received be dealt with.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 Standing Order 34(11) states that Public Questions shall be dealt with as follows:-
- (i) A total of 30 minutes will be allocated for members of the public who are residents of the Borough, to ask questions at meetings of the Policy and Performance Boards.
  - (ii) Members of the public can ask questions on any matter relating to the agenda.
  - (iii) Members of the public can ask questions. Written notice of questions must be submitted by 4.00 pm on the day prior to the meeting. At any meeting no person/organisation may submit more than one question.
  - (iv) One supplementary question (relating to the original question) may be asked by the questioner, which may or may not be answered at the meeting.
  - (v) The Chair or proper officer may reject a question if it:-
    - Is not about a matter for which the local authority has a responsibility or which affects the Borough;
    - Is defamatory, frivolous, offensive, abusive or racist;
    - Is substantially the same as a question which has been put at a meeting of the Council in the past six months; or
    - Requires the disclosure of confidential or exempt information.

- (vi) In the interests of natural justice, public questions cannot relate to a planning or licensing application or to any matter, which is not dealt with in the public part of a meeting.
- (vii) The Chairperson will ask for people to indicate that they wish to ask a question.
- (viii) **PLEASE NOTE** that the maximum amount of time each questioner will be allowed is 3 minutes.
- (ix) If you do not receive a response at the meeting, a Council Officer will ask for your name and address and make sure that you receive a written response.

Please bear in mind that public question time lasts for a maximum of 30 minutes. To help in making the most of this opportunity to speak:-

- Please keep questions as concise as possible.
- Please do not repeat or make statements on earlier questions as this reduces the time available for other issues to be raised.
- Please note that public question time is not intended for debate – issues raised will be responded to either at the meeting or in writing at a later date.

#### **4.0 POLICY IMPLICATIONS**

None.

#### **5.0 OTHER IMPLICATIONS**

None.

#### **6.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

There are no background papers under the meaning of the Act.

**REPORT TO:** Urban Renewal Policy and Performance Board  
**DATE:** 21 June 2006  
**REPORTING OFFICER:** Chief Executive  
**SUBJECT:** Executive Board Minutes  
**WARD(s):** Boroughwide

**1.0 PURPOSE OF REPORT**

- 1.1 The Minutes relating to the Urban Renewal Portfolio which have been considered by the Executive Board, Executive Board Sub and Executive Board (Transmodal Implementation) Sub Board are attached at Appendix 1 for information.
- 1.2 The Minutes are submitted to inform the Policy and Performance Board of decisions taken in their area.

**2.0 RECOMMENDATION: That the Minutes be noted.**

**3.0 POLICY IMPLICATIONS**

- 3.1 None.

**4.0 OTHER IMPLICATIONS**

- 4.1 None.

**5.0 RISK ANALYSIS**

- 5.1 None.

**6.0 EQUALITY AND DIVERSITY ISSUES**

- 6.1 None.

**7.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

- 7.1 There are no background papers under the meaning of the Act.

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**APPENDIX 1**

**Extract of Executive Board and Executive Board Sub Committee Minutes Relevant to the Urban Renewal Policy and Performance Board**

**EXECUTIVE BOARD MEETING HELD ON 9<sup>th</sup> February 2006**

**PLANNING, TRANSPORTATION AND REGENERATION PORTFOLIO**

**EXB175 APPROVAL OF THE FORMAL ADOPTION OF DESIGN OF NEW INDUSTRIAL AND COMMERCIAL DEVELOPMENT SUPPLEMENTARY PLANNING DOCUMENT**

The Board considered the report of the Strategic Director – Environment which sought approval for the formal adoption of the Supplementary Planning Document (SPD) Design of New Industrial and Commercial Development as part of the Halton Local Development Framework.

The Board agreed that in light of there being a number of supplementary planning documents within the Halton Unitary Development Plan, future draft documents should be referred to the Executive Board Sub Committee in the first instance and then subsequently referred to the Executive Board for final approval.

RESOLVED: That

- (1) the Supplementary Planning Document (SPD); Design of New Industrial and Commercial Development be formally adopted as a Supplementary Planning Document and part of the Halton Local Development Framework;
- (2) the responses to the representations received at the public participation stage, as set out in the statement of consultation, be agreed;
- (3) if necessary, before the document is published, further editorial and technical changes that do not affect the content or intended purpose of the SPD be agreed by the Operational Director – Environmental Health and Planning, in consultation with the Executive Board Member for Planning, Transportation and Regeneration; and

Strategic  
Director –  
Environment

- (4) future draft supplementary planning documents within Halton's Unitary Development Plan be referred to the Executive Board Sub-Committee in the first instance and then referred to the Executive Board for final approval.

**EXECUTIVE BOARD MEETING HELD ON 2<sup>nd</sup> March 2006**

**PLANNING, TRANSPORTATION AND REGENERATION  
PORTFOLIO**

**EXB181 LOCAL TRANSPORT EXPENDITURE SETTLEMENT  
2006/07 AND LOCAL TRANSPORT PLAN  
IMPLEMENTATION PROGRAMME 2006/07 TO 2010/2011**

The Board considered a report of the Strategic Director – Environment regarding the 2006/07 Local Transport Capital Expenditure Settlement announced by the Secretary of State for Transport on 14<sup>th</sup> December 2005.

It was noted that the Borough was required to report progress on delivering the transport investment plan set out in its Local Transport Plan (LTP), which had been produced in July 2000 covering the years 2001/02 to 2005/06. The fifth LTP Annual Progress Report (APR) had been submitted to Government in July 2005 describing the delivery of transport infrastructure improvements achieved in 2004/05. The Department for Transport (DfT) had responded that the APR demonstrated that the Council was making excellent progress towards implementing the first LTP and had graded Halton in the top category of excellence in this respect putting it in the top eight of English authorities. The only other authority in the North West to achieve this grading was Lancashire. Halton had also received Centre of Excellence Status in February 2005 along with 16 other transport authorities.

The provisional Second Local Transport Plan 2006/07 – 2010/11 (LTP2) had been submitted in July 2005 and this had been assessed as “very promising” putting Halton in the top 20%. The only other authority in the North West to achieve this grading was Merseyside.

The Board noted that Halton was one of only five authorities to achieve a top grading for both APR and provisional LTP2 and the only one to do so in the North West. This meant that an additional 12.5% allocation for 2006/07



was to be received due to a “very promising” provisional LTP2, and similarly a further 12.5% due to an “excellent” APR. It was noted that the total settlement for 2006/07 was £4.385m. This covered all items of transport capital expenditure apart from major schemes. Halton currently had two major scheme bids lodged with Government; Mersey Gateway and Silver Jubilee Bridge major maintenance.

The Board noted the likely levels of funding to be allocated during the life of LTP2 which would be used to deliver the proposed interventions described within the LTP2 Capital Programme, and the LTP2 implementation programme 2006/07 to 2010/11 was attached as an appendix to the report. It was noted that the Urban Renewal Policy and Performance Board had considered a similar report on 25<sup>th</sup> January 2006 and had proposed that the Strategic Director – Environment be given delegated powers to determine the detailed implementation programme for each year of LTP2 in consultation with the Executive Board Member for Planning, Transportation and Regeneration.

The Board discussed a number of issues including:

- problems with congestion;
- the need for maintenance works on the Expressway in Runcorn;
- the amount of through traffic in the Borough;
- difficulties in obtaining statistics from the Police Force;
- the need for safety barriers on the Expressway leading to Speke; and
- difficulties at the interchange at Junction 12 of the M56: this was the responsibility of the Highways Agency and discussions were ongoing.

RESOLVED: That

- (a) the 2006/07 Local Transport Capital Expenditure settlement be welcomed;
- (b) the outline 5 year implementation programme at Appendix A of the report, as proposed in the final Local Transport Plan 2006/07 – 2010/11 in line with the Capital Budget agreed by the Council, be approved; and

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Environment

- (c) authority to agree each year's detailed implementation programme of the Local Transport Plan be delegated to the Strategic Director – Environment, in consultation with the Executive Board Member for Planning, Transportation and Regeneration.

EXB182 LOCAL TRANSPORT PLAN 2006/07 TO 2010/11

The Board considered a report of the Strategic Director – Environment seeking approval for the final Local Transport Plan 2006/07 to 2010/11 (LTP) that was to be submitted to Government by 31<sup>st</sup> March 2006.

It was noted that Halton had submitted a provisional second LTP (LTP2) to Government in July 2005 as required and it had attained the highest grading of “very promising”. Work had subsequently continued to enable the highest grading of “excellent” to be attained for the final LTP2, with some minor amendments being made as a result of comments received from the consultation process. The majority of amendments were procedural or textual and the more significant changes were outlined for consideration.

It was noted that the strategies contained within LTP2 would assist in meeting the Council's objectives with regard to social inclusion and sustainability through the provision of a safe, convenient, affordable and accessible transport system.

The Board was advised that issues in respect of the Transport Innovation Fund (TIF) were moving rapidly and Merseyside had developed its LTP with particular regard to TIF. It was therefore intended that a number of paragraphs be added to Halton's document in order that TIF funding opportunities could be accessed and to ensure that Halton's document was compatible with Merseyside authorities'. It was intended that bids would be made for both the productivity and congestion strands of TIF, mindful of the current delicate stage of the Mersey Gateway proposal.

RESOLVED: That

- (1) the Local Transport Plan 2006/07 to 2010/11 be approved for submission to the Government;
- (2) the Operational Director of Highways and Transportation be authorised, in consultation with the Executive Board Member for Planning, Transportation and Regeneration,

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Director –  
Environment

to agree any final drafting amendments prior to submission; and

- (3) the Local Transport Plan be referred to Council for formal adoption.

#### EXB183 LOCAL DEVELOPMENT SCHEME 2006

The Board considered a report regarding the Local Development Scheme (LDS), a public statement of Halton Borough Council's three-year work programme for producing the Local Development Framework (LDF).

This was the second LDF that had been prepared by Halton Borough Council, as required by the new Planning and Compulsory Purchase Act (2004), and moved the preparation of the LDF forward from the 2005 – 2008 period to the 2006 – 2009 period. It involved the production and adoption of further supplementary planning documents and started preparation of the Core Strategy Development Plan Document (DPD), as well as each of the site specific DPDs. A Regional Spatial Strategy and Community Strategy timetable were outlined for information.

The report outlined requirements of the LDF and reporting procedures. It was noted that Public Service Agreement 6 (PSA6) stipulated that the planning system must deliver sustainable development outcomes at national, regional and local levels, through efficient and high quality planning and development management processes including the achievement of Best Value standards for planning by 2008. The service delivery agreement accompanying PSA6 explained that the key performance indicator was that authorities achieved the milestones set out in their LDF by March 2007.

The Local Development Scheme was attached to the report as an appendix. In addition, work ongoing in respect of dock development was outlined for the Board's information.

RESOLVED: That

- (1) the Local Development Scheme, appended to the report, be approved;
- (2) the Operational Director – Environmental Health and Planning, in consultation with the Executive Board Member for Planning, Transportation and Regeneration,

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be authorised to make any changes to the document as required by the Planning Inspectorate or the Government Office for the North West; and

- (3) further editorial and technical changes that do not affect the content be agreed by the Operational Director – Environmental Health and Planning before the document is published.

## **EXECUTIVE BOARD MEETING HELD ON 30<sup>th</sup> March 2006**

### **PLANNING, TRANSPORTATION AND REGENERATION PORTFOLIO**

#### **EXB198 MERSEYSIDE RESPONSE TO NORTH EAST WALES/WEST CHESHIRE SPATIAL STRATEGY**

The Board considered a report of the Strategic Director – Environment regarding the preparation of the North East Wales/West Cheshire Spatial Strategy and the Merseyside response to the Consultation Draft.

It was noted that, as part of ongoing partnership working in the West Cheshire and North East Wales Sub-Region, a draft Sub-Regional Spatial Strategy (for North East Wales/West Cheshire Spatial Strategy) had been prepared. This was a strategic document to guide the future development of the North East Wales/West Cheshire sub-region up to 2021. The core area of the sub-region encompassed Chester, Ellesmere Port and Neston, Flintshire and Wrexham. The wider reference area included Denbighshire, the Frodsham/Helsby sub-areas of Vale Royal, Warrington and Halton.

The Strategy was a document prepared to guide future development and included policies on economy, housing, transport, environment, skills and training, and tourism.

The Merseyside Policy Unit (MPU) had prepared a response to the strategy on behalf of the Merseyside Local Authorities of Halton, Knowsley, Liverpool, Sefton, St. Helens and Wirral; the Passenger Transport Authority and Executive; Mersey Travel; and the Merseyside Waste Disposal Authority. Due to the timescales involved, the consultation had been at officer level. In addition, Halton had made brief comments in relation to the inclusion of the Halton Curve within the Strategy.

It was noted that the Strategy appeared to be relatively positive where Halton was considered. However, there were areas of concern and these were set out in the Merseyside response at Appendix 1. In particular, comments had been made about the Mersey Gateway.

RESOLVED: That the responses set out in Appendix 1 of the report be endorsed.

Strategic  
Director -  
Environment

EXB199 LIVERPOOL CITY REGION DIGITAL CHALLENGE BID

The Board considered a report of the Chief Executive regarding the Digital Challenge. It was noted that the Challenge was to use technology to transform the face of services to better meet the needs of local communities and, in particular, the most disadvantaged. Government and Industry had committed more than £7m (in cash and support in kind) to Digital Challenge which would be given to the winner. In addition, 10 regional finalists would each receive up to £200,000.

The Challenge provided a unique chance:

- to utilise the very best in information communication and digital technologies to transform communities; and
- the opportunity to create a world-class exemplar of the digitally inclusive community.

The successful bid would need to provide evidence of a highly focused and effective partnership of public, private, community and voluntary sectors. It would also need to demonstrate a real and significant change for the local community as quickly as possible.

The proposal was that Halton join the Liverpool City Region Digital Challenge Bid acting as the lead authority. Progress made to date in this respect was outlined for the Board's consideration together with next steps to be taken and relevant timescales. It was noted that the next key date was 28<sup>th</sup> April 2006, the closing date for the initial submission, with the winner of the Digital Challenge being announced in January 2007. If the bid was successful at Stage 1, £200,000 would be available to the sub-region to develop the bid further.

It was reported that the bid was based on a utility computing platform, creating a new digital utility and enabling access to digital and interactive content in the same way we access gas, electricity and water. The great advantage of this was that it could provide digital and interactive access to any home or any location through any device. In addition, it had infinite opportunities for additional applications and content.

RESOLVED: That the Council:

Chief  
Executive

- (1) support the Liverpool City Region Digital Challenge Bid;
- (2) act as the lead authority for the bid; and
- (3) support the development of an ICT/Digital Strategy for the Liverpool City Region.

EXB204 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraphs 3; and 1, 2 and 4 respectively of Schedule 12A of the Local Government Act 1972; and
- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it is likely that, in

view of the nature of the business, exempt information will be disclosed, being information defined in Section 100 (1) and paragraphs 3 (minute number EXB205); and 1,2 and 4 (minute number EXB 206) of Schedule 12A of the Local Government Act 1972.

**PLANNING, TRANSPORTATION AND REGENERATION PORTFOLIO**

**EXB205 HALTON MUSIC FESTIVAL – MAY 2006**

The Board considered a report of the Chief Executive providing information in respect of the proposed Music Festival at Spike Island in May 2006.

It was noted that, due to health and safety considerations still to be resolved and the timescales involved, the proposal to have a two-day music festival in May 2006 had been withdrawn by the promoter. A revised proposal for a one-day event in July had been put forward and details were outlined for the Board's consideration.

RESOLVED: That

- (1) Surprisingly Good Events (SGE) be advised that the Council supports the proposal for a one-day event in July 2006 providing that this can be financed by SGE; and
- (2) SGE be advised that, should they decide to proceed with this proposal, the Council will provide officer support.

Chief  
Executive

**EXECUTIVE BOARD MEETING HELD ON 20<sup>th</sup> APRIL 2006**

**PLANNING, TRANSPORTATION AND REGENERATION PORTFOLIO**

**EXB212 MERSEY GATEWAY**

The Board considered a report of the Strategic Director – Environment seeking authority to continue project preparation in respect of the Mersey Gateway.

It was noted that the Secretary of State had announced on 29<sup>th</sup> March 2006 that he had granted Programme Entry approval for Mersey Gateway and offered to fund the scheme in line with the authority bid of £86m grant and £123m in PFI

Credits. The decision placed Mersey Gateway in the Department for Transport's national programme of major schemes.

The approved project organisation had now been reviewed by the Project Director resulting in minor modifications to the agreed project arrangements: amendments were outlined for the Board's consideration. A Specialist Advisory Panel and Mersey Gateway Executive Board were to be established to oversee a dedicated Project Team with the resources and expertise required to prepare and deliver the project through the statutory processes and procurement.

Mr Nicholson, the Project Director, attended the meeting and discussed a number of issues with the Board including:

- the need for the Bridge to be tolled in order for the project to go forward;
- traffic modelling to be carried out to evidence traffic movements and to demonstrate that the proposal was robust; and
- impact on health to be considered in respect of air pollution.

Mr Nicholson, and all the partners involved, were thanked for the tremendous effort that had already gone into securing funding.

RESOLVED: That

- (1) the Council accepts the Terms and Conditions attached to the Secretary of State's Programme Entry approval, as stipulated in the Department for Transport's letter to the Chief Executive of 29<sup>th</sup> March 2006, which are discussed in the report;
- (2) delegated authority be granted to the Strategic Director – Environment, in consultation with the relevant Portfolio Holder, to take the necessary steps (including, if appropriate, use of Article 14 Procedures) to protect the proposed route for the Mersey Gateway from future property development;
- (3) further detailed reports on the financial implications of procurement and property acquisitions be submitted to a future meeting of the Executive Board;

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Director –  
Environment



- (4) the arrangements for taking the Mersey Gateway Project forward as set out in the report and appendices be agreed;
- (5) the Chief Executive be authorised to approach appropriate private sector representatives to join the Mersey Gateway Advisory Panel;
- (6) a report be presented to the Merseyside and Cheshire Chief Executives and Leaders Group to invite further financial contributions towards development costs and to be asked to nominate appropriate representatives to the Mersey Gateway Advisory Panel; and
- (7) a Project Team as shown in Appendix 2 to the report be established reporting directly to the Mersey Gateway Executive Board.

Chief  
Executive

EXB213 CASTLEFIELDS VILLAGE SQUARE, VOLUNTARY  
MEMORANDUM OF UNDERSTANDING

The Board considered a report of the Strategic Director – Environment seeking approval for the Council to enter into a Voluntary Memorandum of Understanding with English Partnerships and CDS Housing Association Limited for the redevelopment of Castlefields Village Square, and subsequently to enter into a formal development agreement with those parties.

It was noted that Castlefields Local Centre was located approximately 1 km north of Halton Lea Shopping Centre. The Centre was poorly signposted and it was assumed that most, if not all, of the trade was from the surrounding residential estate. In addition, the building was dated in appearance and suffered from a high level of vacancies and poor maintenance. In order to address these problems, the Castlefields Masterplan set out the proposals for the establishment of a new Village Square. The Masterplan envisaged the provision of a public space at the very heart of the Castlefields Estate, bringing together community services at an intersection of roads, paths and transport modes.

Work was now progressing to develop proposals for the delivery of the project and details were outlined for the Board's consideration. Over a period of five years, it was intended that the existing buildings would be cleared in phases and rebuilt around a "village square" type

arrangement. This would coincide with the improvements to the Busway which would provide direct access for buses, cars, pedestrians and cyclists to the Centre.

Since June 2005, English Partnerships, who was leading on the delivery of the Village Square, had been in discussion with CDS Housing to act as a lead developer. English Partnerships had drawn up a Memorandum of Understanding (MOU) in order to provide a measure of reassurance to all the Partners who were already incurring expenditure on the preliminary stages of design and negotiation. The document would help set the scene and would form a backdrop to negotiations for the delivery of the new local centre and Village Square.

The Board noted that the MOU was not a legally binding contract and was therefore merely a mechanism to allow progress to be made prior to a formal development agreement. The MOU would remain in place until detailed development proposals had been drawn up by CDS at which stage all parties would be in a position to enter into a binding legal development agreement.

RESOLVED: That

- (1) the Council enter into a Voluntary Memorandum of Understanding with English Partnerships and CDS Housing Association Limited in relation to the development of the Castlefields Village Square;
- (2) authority be given to the Strategic Director – Corporate and Policy to sell the former Castlefields Youth Centre Site owned by Halton Borough Council to CDS Housing Limited at the valuation provided by the District Valuer;
- (3) the proceeds of the sale of the former Castlefields Youth Centre site owned by Halton Borough Council be re-invested in the delivery of new community facilities within the Square;
- (4) authority be given to the Strategic Director – Corporate and Policy, and the Strategic Director – Environment, in consultation with the Council Solicitor, to enter into a Development Agreement and ancillary arrangements in relation to the development of the Castlefields Village Square; and

Strategic  
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Directors –  
Corporate and  
Policy, and  
Environment;  
and Council  
Solicitor

- (5) authority be given to the Strategic Director – Environment, in conjunction with the Executive Board Member for Planning, Transportation and Regeneration, to take such other actions as may be necessary to give effect for the development of the Castlefields Village Square.

EXB216 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraphs 1, 2 and 3 of Schedule 12A of the Local Government Act 1972; and
- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following item of business in accordance with Sub-Section 4 of section 100A of the Local Government Act 1972 because it is likely that, in view of the nature of the business, exempt information will be disclosed, being information defined in Section 100(1) and paragraphs 1, 2 and 3 of Schedule 12A of the Local Government Act 1972.

**PLANNING, TRANSPORTATION AND REGENERATION  
PORTFOLIO**

EXB217 MERSEY GATEWAY – APPOINTMENT OF PROJECT DIRECTOR

The Board considered a report of the Strategic Director – Environment, to seek authority to appoint a Project Director on terms and conditions to be agreed by the Chief Executive.

RESOLVED: That

- (1) Steve Nicholson be appointed as the Mersey Gateway Project Director; and
- (2) authority be given to the Chief Executive to negotiate and agree detailed terms and contractual arrangements for that appointment.

Chief  
Executive

**EXECUTIVE BOARD SUB COMMITTEE MEETING ON 3<sup>rd</sup> APRIL 2006**

**PLANNING, TRANSPORTATION AND REGENERATION PORTFOLIO**

*(NB. Councillor Hodgkinson declared a personal and prejudicial interest in the following item as an employee of Jacobs Babtie and left the room during its consideration).*

**ES171 HIGHWAY MAINTENANCE MANAGEMENT SOFTWARE SYSTEMS**

The Environment Department currently used two separate software systems for management of highways data. The Street Lighting, Landscape and Cleansing Departments used Mayrise software that could also be accessed by the Halton Direct Link and Call Centre. The Highways Division used the Exor system that could not readily be linked to Halton Direct Link. Exor was primarily used as it included UKPMS software vital to the collection of highway condition data and the preparation of Best Value Performance Indicator (BVPI) information that was input to the Local Transport Plan (LTP).

The Exor system was initially purchased to comply with the Department of Transport requirement for all highway authorities to operate an accredited United Kingdom Pavement Management (UKPMS) System. Development in UKPMS had been such that the Council's current data supply consultant, Jacobs Babtie used similar accredited software and were able to offer use of their system over the web to process and display Halton's data without the need to run the software in-house.

It was also noted that conversion from Exor to Mayrise by Highways would result in a reduction in software maintenance annual costs. Currently, Exor required additional external IT support. These costs currently averaged over £17,000 during the past three years and were not expected with Mayrise. An additional benefit from the conversion to Mayrise would be the ability to quickly convert the current highway inspection system to electronic data collection and ordering of work that would significantly improve efficiency.

Jacobs Babtie was an accredited DfT contractor who had been involved in the collection of Halton's data since the inception of UKPMS technology in 2000 and was fully conversant with the road network. It was proposed to develop and expand this arrangement into a full partnership. Discussions with Jacobs Babtie had confirmed their commitment to a long-term relationship that would ensure accurate and consistent reporting of highway data within the LTP. As part of the partnership Jacobs Babtie would also continue to carry out the data collection function.

It was proposed to implement the partnership with Jacobs Babtie initially for a five-year period that would be reviewed on expiry. As a consequence of investment in long-term road condition surveys, subject to satisfactory performance, there would be substantial benefit in a longer-term relationship.

It was reported that the current annual maintenance cost for Exor was £22,259 per year. In addition IT support and consultancy costs had averaged a further £17,680 per year over the last three years giving a total of £39,938 per annum. The annual maintenance cost for Mayrise software was £8,500 and for Babtie £22,350 giving a combined projected maintenance cost of £30,850 saving £9,088 each year. Balanced against this would be an initial set up cost for both systems that would be an additional £36,150 in the first year. The set up costs could be absorbed within the highways budget and would be recovered by savings within four years.

RESOLVED: That

- (1) the Strategic Director Environment be authorised to upgrade the highway routine maintenance software to the corporate database supplied by Mayrise and to place orders and enter into contracts accordingly;

Strategic  
Director, Environment

- (2) the Strategic Director Environment be authorised to adopt the web-based United Kingdom Pavement Management (UKPMS) technology for the management of road condition data and its corresponding highways Best Value performance indicators using the Bureau Consultancy Services supplied by Jacobs Babbie be adopted; and
- (3) in respect of resolutions (1) and (2) on this occasion, in the light of exceptional circumstances, due to the clear financial detriment that would otherwise be incurred by the Council due to the very limited market for these technical products, Standing Orders 2.1 – 2.6 and 2.8 – 2.13 relating to Tendering be waived pursuant to Standing Orders 1/6 (c).

**EXECUTIVE BOARD (TRANSMODAL IMPLEMENTATION) SUB BOARD MEETING ON 26<sup>TH</sup> APRIL 2006**

**PLANNING, TRANSPORTATION AND REGENERATION PORTFOLIO**

**ESB19 EUROPEAN REGIONAL DEVELOPMENT FUND APPLICATION, DITTON STRATEGIC RAIL FREIGHT PARK**

The Sub-Board considered a report of the Operational Director – Major Projects outlining the progress and content of the application to European Regional Development Fund (ERDF) for the Ditton Strategic Rail Freight Park (DSRFP).

It was noted that, in March 2006, an application had been submitted for ERDF funding for projects within DSRFP totalling £999,750. The application was originally submitted under Priority 1.5 of the Objective 2 Programme, primarily focused on the provision of office space for Small-Medium Enterprises (SMEs) in the Hi-Tech Sector.

However, advice had been given that, although Priority 1.5 could provide for infrastructure, it would not be eligible without the provision of actual buildings or office space, particularly in the Hi-Tech Sector. Therefore, the concept of a grant scheme had been developed based on the business improvement grant scheme in the Widnes Waterfront Economic Development Zone (EDZ). This scheme gave the application a stronger fit with the Priority 1.5 criteria whilst providing a scheme that would have positive effects that would further benefit the current and future occupiers of the park.

The Board was advised that, in its nature, the programme DSRFP was more in line with the characteristics of a Priority 3 ERDF application. Priority 3 provided funding for EDZs and, due to under spend on Widnes Waterfront EDZ, it was considered that there may be the opportunity to extend the EDZ boundary in terms of funding in order to include Ditton. This would give the application greater strength and could make £2 million available. A justification had been put to Government Office North West (GONW) in this respect and, from initial discussions, GONW had indicated that it would accept the proposal: further discussions were to take place at the end of April 2006.

The Board was also provided with further information in respect of the following projects:

- Connection with A5300/A562;
- Ditton Road Environmental Improvements;
- East-West Link/HGV By-pass (Halebank HGV Route);
- Ditton Enterprise Grants; and
- Office Development Grants.

RESOLVED: That

- (1) the key elements of the application be noted;
- (2) the projects described within the application be approved for further development; and
- (3) subject to planning approvals for the schemes, the Strategic Director – Environment be authorised to commence implementation of the schemes in accordance with Standing Orders Relating to Contracts.

Strategic  
Director –  
Environment

#### ESB20 UPDATE ON LANDSCAPE INFRASTRUCTURE, HALTON B.C. FIELDS SITE

The Sub-Board considered a report of the Strategic Director – Environment providing an update on progress of the detailed design, planning issues and implementation of the structural landscape around the area proposed for development on the “Halton Fields” site.

It was noted that the planning application for the landscape infrastructure for the Halton Borough Council

(HBC) Fields Site had been approved in January 2006. The application was referred to the Secretary of State but was not called in and planning permission was subsequently granted.

Since the issue of the approval notice on 31<sup>st</sup> January, work had been in progress to provide the additional information required by the conditions of the planning approval. It was anticipated that this work would be completed during the summer and it was intended that work commence on site at the earliest opportunity following discharge of the planning conditions, starting on the land to the east around Lovell Terrace which was untenanted. Once decisions had been made about the proposed road layout on this section of land, detailed designs would be drawn up and the scheme tendered with a view to starting on site in late summer.

The Sub-Board was advised that, following several comments from local residents regarding the proposal for an additional football pitch to replace informal kick-about facilities which would be lost to the north of Lovell Terrace, a letter had been sent to the residents of Halebank to seek their views on whether the land should be used as a football pitch or for mounding to further screen the development. The results of the survey were tabled for Members' consideration and it was noted that the majority of residents were in favour of a mound and planting.

Members discussed a number of issues including:

- compliance with specifications of inspectors, the Unitary Development Plan and relevant supplementary planning documents;
- health and safety issues in respect of the pond; and
- the impact of the development on the adjacent Lovell's Hall site and meetings in this respect with English Heritage to discuss any potential impact on the monument.

RESOLVED: That, based on the result of the Halebank Residents Survey, the land be used for mound and planting.

Strategic  
Director –  
Environment



ESB21 MARKETING STRATEGY

The Board considered a report of the Operational Director – Major Projects regarding the Marketing Strategy for the Ditton Strategic Rail Freight Park (DSRFP) initiative.

It was noted that discussions with the existing landowners and operators had identified a need to champion Ditton at a national level. Paver Downs Associates, Creative Lynx Limited and Bella Communications were three North West based full service marketing agencies that had been selected based on their extensive experience of marketing a range of large scale regeneration and commercial property projects: each had been sent a formal brief and invited to provide a fully costed quote by Wednesday 19<sup>th</sup> April to:

- (a) produce a marketing strategy for the Ditton Strategic Rail Freight Park Programme; and
- (b) develop a brand for the wider programme area.

Quotes had now been submitted and, based on the figures and the information provided, it was proposed that Paver Downes Associates be appointed at the quoted price of £5,645 (the cheapest quote).

It was intended that the brand be launched at the Rail Freight Conference on 6<sup>th</sup> June 2006 by Derek Twigg MP, Secretary of State for Transport, at which there were to be 300 – 400 delegates.

RESOLVED: That

- (1) the course of action set out in the report be approved; and
- (2) Paver Downes Associates be appointed as marketing consultant at a price of £5,645.

Strategic  
Director –  
Environment

ESB22 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972  
AND THE LOCAL GOVERNMENT (ACCESS TO  
INFORMATION) ACT 1985

The Sub-Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following items of business in

accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Part I of Schedule 12A of the Local Government Act 1972; and

- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following items of business in accordance with Sub-Section 4 of section 100A of the Local Government Act 1972 because it is likely that, in view of the nature of the business, exempt information will be disclosed, being information defined in Section 100(1) and paragraph 3 of Part I of Schedule 12A of the Local Government Act 1972.

## **PLANNING, TRANSPORTATION AND REGENERATION PORTFOLIO**

### **ESB23 HIGHWAY INFRASTRUCTURE**

The Sub-Board considered a report of the Strategic Director – Environment providing a progress update in respect of delivering the Highway Infrastructure in relation to the Ditton Strategic Rail Freight Park (DSRFP).

Issues considered included:

- on-going discussions with Knowsley Metropolitan Borough Council in relation to the access road link to the A5300/A562 junction;
- the link road;
- conceptual designs;
- discussions with United Utilities in respect of the sludge/filtrate main that crossed HBC Fields; and

- Ditton Road Environmental Improvement Scheme.

It was advised that there was to be a meeting the following afternoon with Mr. Steve Nicholson, the Mersey Gateway Project Co-ordinator, in order to consider any implications of the Mersey Gateway on the DSRFP.

RESOLVED: That

Strategic  
Director –  
Environment

- (1) the report be noted;
- (2) the Strategic Director – Environment, in consultation with the Portfolio Holder for Planning, Transportation and Regeneration, be authorised to take such actions as may be necessary to enable the provision, implementation and maintenance of the highway infrastructure necessary for the Ditton Infrastructure Projects; and
- (3) tenders be invited from consulting engineers in accordance with Standing Orders Relating to Contracts Part 2: 2.5, to progress the preferred Highways Infrastructure design option.

ESB24 LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 – URGENT BUSINESS

The Sub-Board was advised that a matter had arisen which required immediate attention (Minute Number ESB25 refers). Therefore, pursuant to Section 100 B (4) and 100 E, the Chairman ruled that the item be considered as a matter of urgency.

ESB25 HBC FIELDS

The Board considered a report of the Strategic Director – Corporate and Policy providing an update in respect of the negotiations to secure vacant possession of the “HBC Fields” Land.

RESOLVED: That the report be noted.

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**AGENDA ITEM NO.**

**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 21 June 2006

**REPORTING OFFICER:** Strategic Director, Corporate and Policy

**SUBJECT:** Terms of Reference

**WARD(s):** Borough-wide

**1.0 PURPOSE OF REPORT**

1.1 To inform Members of the new Terms of Reference for the Urban Renewal Policy and Performance Board.

**2.0 RECOMMENDED: That the Terms of Reference be noted.**

**3.0 SUPPORTING INFORMATION**

3.1 As part of the recent revision of the Council's Constitution at Annual Council on 19<sup>th</sup> May 2006, a number of changes have been made to the Council's decision-making structure to be implemented in the 2006/07 municipal year.

3.2 The changes have been made in order to bring the Policy and Performance Boards into line with the Council's Strategic Priorities as contained within the Corporate and Community Plans.

3.3 An extract from the Council Constitution setting out the Terms of Reference relevant to the Urban Renewal Policy and Performance Board is attached at Appendix 1.

**4.0 POLICY IMPLICATIONS**

None.

**5.0 OTHER IMPLICATIONS**

None.

**6.0 RISK ANALYSIS**

Not applicable.

**7.0 EQUALITY AND DIVERSITY ISSUES**

None.

**8.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

There are no background papers under the meaning of the Act.

## **POWERS AND DUTIES OF THE URBAN RENEWAL POLICY AND PERFORMANCE BOARD**

**Strategic Priority** – To develop policies and monitor performance in relation to the Council's objectives for urban renewal in Halton.

1. In relation to the following policies, responsibilities and functions of the Council:

### **Corporate Policies/Responsibilities**

- All aspects of the Council's planning policies, eg Unitary Development Plan/Local Development Framework
- Economic Regeneration and Tourism Strategies
- Derelict/Contaminated Land Strategy
- Biodiversity Strategy
- Transportation Policies, eg Local Transport Plan
- Sustainability Strategy
- Strategic Housing policy (including homelessness, liaison with RSLs, private sector groups, gypsies/travellers)
- Strategic Housing policy (area renewal, availability/choice and mix)
- Urban renewal aspects of the Local Area Agreement

### **Functions**

- Major Projects
- Highways and Transportation
- Economic Regeneration
- Landscape Services
- Parks and Countryside

the Board will:

- (i) initiate new policy proposals for consideration by the Executive Board/Council;
- (ii) monitor and comment on performance;
- (iii) review and make recommendations on existing policies;
- (iv) promote public confidence in the Council's services;
- (v) hold Executive Board Members and senior officers to account;
- (vi) monitor Executive Board compliance with agreed policies;
- (vii) ensure adherence to the priorities in the Council's Corporate Plan.
- (viii) receive a report on any petitions received by the Council relating to the Board's policy area and on any action taken or proposed to be taken by the Executive (or Executive Board Sub-Committees, Portfolio Holder, or an officer acting under delegated powers).

2. To receive representation, evidence or expert opinion from outside the Council and to draw conclusions from such representations to the attention of the Executive Board/Council as appropriate;

3. To consult the public where appropriate in relation to Council services which fall within the terms of reference of the Policy and Performance Board.
4. To review any area of income and expenditure which falls within the remit of the Policy and Performance Board.
5. To make recommendations to the Executive Board on the financial aspects of the proposals, which fall within the remit of the Policy and Performance Board.
6. To require the Executive Board where appropriate to make a report to the Council on any decision not included in the Forward Plan which the Policy and Performance Board consider should have been included in the Forward Plan.
7. The Chair of the Policy and Performance Board will receive papers relating to a decision which is on the Forward Plan when this Forward Plan is finalised and published.
8. To examine systematically the services of the Council, within the remit of the Board, in order to assess their efficiency, effectiveness, economy, quality and value for money.
9. To draw up an annual programme of performance review to respond to briefs on performance review of specified activities and to develop programmes and performance monitors to ensure quality in all the Council's dealings with the public and external organisations.
10. To consult with the Executive on any plan or strategy including strategic policy.
11. To monitor the citizens charter and complaints procedure and make recommendations to the Executive Board.
12. To provide informed input in response to requests from the Executive Board for advice, options and appraisal on matters falling within the remit of the Policy and Performance Board.
13. To authorise expenditure on civic hospitality up to maximum of £500 per annum.



**REPORT:** Urban Renewal Policy and Performance Board

**DATE:** 21 June 2006

**REPORTING OFFICER:** Strategic Director, Corporate and Policy

**SUBJECT:** Urban Renewal PPB 2005/6 Annual Report

**WARDS:** Borough wide

## **1.0 PURPOSE AND CONTENT OF REPORT**

1.1 This report presents a draft Annual Report of the activities of the Urban Renewal PPB during 2005/6 for comment/amendment. Subject to endorsement by the PPB, the Annual Report will go forward with the Annual Reports of other PPBs to a forthcoming meeting of the full Council for adoption.

## **2.0 RECOMMENDED: That**

- (1) the PPB consider, comment upon and if necessary agree amendments to the attached Annual Report of the PPB's activities in 2005/6; and**
- (2) the PPB endorse the attached/amended Annual Report for the purpose of its adoption at a forthcoming meeting of the full Council.**

## **3.0 SUPPORTING INFORMATION**

3.1 Annex comprising the draft Urban Renewal PPB Annual Report for 2005/6

## **4.0 POLICY IMPLICATIONS**

4.1 None arising from this report itself.

## **5.0 OTHER IMPLICATIONS**

5.1 None arising from this report itself.

## **6.0 BACKGROUND PAPERS**

6.1 Set of 2005/6 departmental service plans

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Councillor Hignett

## ANNUAL REPORT URBAN RENEWAL POLICY AND PERFORMANCE BOARD JUNE 2005 – MARCH 2006

“For Urban Renewal this has been a busy and productive year. Many of the Council’s programmes have come to fruition, making a major and positive contribution to the lives of Halton residents. Tough decisions have had to be made in the light of stringent budgetary planning for 2006/7, but nevertheless continued progress in regenerating the urban infrastructure in the coming year is to be welcomed.”

**Councillor Hignett**  
**Chairman, Urban Renewal Policy and Performance Board**

### MEMBERSHIP AND RESPONSIBILITIES

During 2005/6 the Board comprised eleven Councillors –

Councillor R. Hignett (Chairman)	Labour
Councillor D. Leadbetter (Vice Chairman)	Labour
Councillor M. Horabin	Labour
Councillor C. Inch	Liberal Democrat
Councillor D. Lewis	Conservative
Councillor K. Morley	Labour
Councillor P. Nolan	Labour
Councillor C. Rowe	Liberal Democrat
Councillor T. Sly	Liberal Democrat
Councillor D. Thompson	Labour

The Board is responsible for scrutinising performance and formulating policy in relation to the Highways and Transportation, Environmental Health and Planning, Economic Regeneration and Major Projects Departments with the additional responsibility in 2005/6 for Contaminated Land.

## **REVIEW OF THE YEAR**

The full Board met five times during the year. As well as considering Executive Board decisions relevant to the work of the Urban Renewal Board, and agreeing the Service Plans of the relevant Departments and monitoring their general activities and performance against them, set out below are some of the main activities and issues that the Board has worked on during the year:

### **Corporate Responsibilities**

- The Board commented on the development of the Corporate Plan
- Cllr. Hignett was nominated for the Council's Base Budget Review Working Party and the Base Budget Review of Transportation and Access.

### **Major Projects Department**

- Progress on the implementation of the Castlefields and Widnes Waterfront Regeneration programmes was considered and noted.
- The Contaminated Land issues facing the Borough were discussed by the Board and the work taking place in 2006 was endorsed.
- The Civic Trust's 'Centres Vision' Award for the Brindley, the Green Apple Award for the Kingsway Learning Centre and the LGC Commendation for the reclamation of the former Coal Stockyard at Wet Bank, Widnes, were noted by the Board.

### **Planning**

- Five Supplementary Planning Documents (SPDs) were discussed by the Board and commented on, namely 'Shopfronts, Signage and Advertising', 'Telecommunications', 'Commercial and Industrial Developments', 'Halebank' and 'Ditton Strategic Rail Freight Park'.

### **Highways and Transportation**

- The Board reviewed the performance of the Cheshire Safety Camera Partnership and scrutinised the annual report on road traffic casualties. It noted the effectiveness of Halton Borough Council's casualty reduction strategy and supported the inclusion of the Action Plan for Safer Roads in the Local Transport Plan 2006-11.
- The Board continued its scrutiny of Scottish Power's performance in maintaining street lighting connections in Runcorn and the improvement in performance over the year was welcomed.
- The Provisional Local Transport Plan submitted in July 2006 was graded in the top category of "very promising" and the LTP Annual Progress Report was also graded in the top category of "Excellent". This placed Halton in the top five local transport authorities in England.

- The Board agreed a 'major scheme' submission for the renewal of the Halton Curve, in conjunction with Merseytravel.
- Options for responding to a significant increase in street lighting energy costs were considered, and savings and growth items were agreed.
- The Local Transport Expenditure Settlement was considered and welcomed. The Board participated in a Members Workshop on the emerging 2006/7 – 2011/12 Local Transport Plan.

#### **Economic Regeneration**

- The Board considered a feasibility study for the provision of a Lewis Carroll facility and referred the proposals to the Executive Board.
- The issues surrounding Business Improvement Districts (BIDs) were discussed and it was agreed that consultation in Widnes and Runcorn town centres would be progressed.
- A comprehensive review of commercial property in Halton was supported.

#### **WORK PROGRAMME FOR 2005/6**

- A report from the SME Topic Group was considered and accepted.

#### **WORK PROGRAMME FOR 2006/7**

The Board has contributed a number of Topic ideas to be considered by the 2006-7 PPB for inclusion in their work programme.

- Developing a Business Park Implementation Programme
- Street Lighting
- Income Generation

**Members of the Public are welcome at the meetings of the Board. If you would like to know where and when meetings are to be held or if you would like any more information about the Board or its work please contact Committee Services in the first instance, telephone 0151 424 2061 extension 1125 or email [Lynn.Cairns@Halton.gov.uk](mailto:Lynn.Cairns@Halton.gov.uk)**

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**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 21 June 2006

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Petition

**WARDS:** West Bank

### **1.0 PURPOSE OF THE REPORT**

1.1 To report on the receipt of a petition and to propose a response.

**2.0 RECOMMENDATION:** That the lead signature to the petition be informed that whilst the Council recognises the valued work that the Waterfront Maintenance Team has carried out over the last two years, as a pilot project funded from the Mersey Waterfront Regional Park and the Neighbourhood Renewal Fund, it has not been possible to secure long term funding and regrettably the team have had to be disbanded.

### **3.0 SUPPORTING INFORMATION**

3.1 A petition has been received entitled "Petition to keep our landscape gardener 'Mike'" containing 42 signatures from residents of West Bank Widnes.

3.2 The petition is referring to one of the gardeners from the Waterfront Maintenance Team, who worked some of his time on the Victoria Promenade at West Bank. This was a pilot project for two years funded by the Mersey Waterfront Regional Park and the Neighbourhood Renewal Fund. The team was established in June 2004 and consisted of four operative staff with a dedicated remit to improving the quality of the external environment on the publicly accessible waterfront sites in Halton. During that time a significant improvement was achieved in the quality of maintenance and the team demonstrated their effectiveness through the gaining of a Green Flag Award for Victoria Promenade in 2005.

3.3 Funding for the project has now expired. The exit strategy for the project was a combination of seeking to secure further funding from Mersey Waterfront Regional Park and Neighbourhood Renewal Fund for an extension to the pilot stage to allow further time to secure long term funding, and to seek mainstream funding from the council. Unfortunately none of those approaches was successful.

**4.0 POLICY IMPLICATIONS**

4.1 None

**5.0 OTHER IMPLICATIONS**

5.1 Efforts are being made to secure appropriate Section 106 funding to re-establish the team, although this will likely take a number of years to achieve subject to the achievement of appropriate development opportunities in line with the approved Waterside Development Strategy.

**6.0 RISK ANALYSIS**

6.1 Not applicable

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None

**8.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Central File LS14/1	Picow Farm Depot	Ian Lifford



**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 21 June 2006

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Petition for closure of path between Mayfield Avenue and Liverpool Road

**WARDS:** Ditton

### **1.0 PURPOSE OF THE REPORT**

1.1 To inform Members of the petition details and proposed response.

### **2.0 RECOMMENDATION: That**

- (1) The request for closure of the footpath between Mayfield Avenue and Liverpool Road be declined; and**
- (2) The signatories be advised to attend the next local Police Participation and Delivery (PAD) meeting run by the Community Action Team, and request that the area is focussed on as a “hotspot”.**

### **3.0 SUPPORTING INFORMATION**

3.1 A petition containing 239 signatures requesting closure of the path connecting Mayfield Avenue and Liverpool Road, to the side of Our Lady of Perpetual Succour church, was received on 19 April 2006. Residents signing the petition are mostly local but with some as far afield as Clinton View, Cradley and Hale Road. The reasons for the request are set out in the petition as follows:

- Pathway and church grounds are a magnet for consuming alcohol etc. most evenings, especially Friday and weekends, attracting approx. 40-60 youths
- Pathway used as a dumping ground
- Lighting fires, breaking fences and damaging cars
- Bad language, noise and threatening behaviour stops public accessing pathway
- Damage to residents property and church buildings etc.
- Being sick and urinating (boys and girls) in residents pathways
- Youths try to eliminate street lighting around the area
- Police unable to patrol the area on a regular basis
- Graffiti in pathway area

- 3.2 Two recent newspaper reports of separate attacks are also attached to the petition, one regarding a mobile phone theft from a 16 year old boy and an assault of a 19 year old woman, both in the late evening.
- 3.3 The path is an adopted highway and to close it would require a legal order. To obtain a legal order under the Highways Act, it must be proven to the Magistrates Court that the route is unnecessary or that a new more commodious route is being provided. This is not the case here as the path provides a shorter route to facilities such as bus stops, shops, sheltered accommodation and church.
- 3.4 A precedent also exists, were a similar case was taken to the Magistrates Court for the path connecting Hale Road and Deansway. The order was rejected by the Magistrates, as the Highways Act legislation was inappropriate.
- 3.5 A possible alternative is to use legislation under the Countryside and Rights of Way Act. This is a lengthy process where an area must first be designated as an area where crimes occur which are related to highways. An order can then be made, with any objection to the order by a regular user likely to result in a public inquiry, as occurred when this process was followed at the Kendal Road estate. The application was ultimately successful, but only due to strong evidence from officers and residents. In the case of Mayfield Avenue, the evidence would still need to be built up.
- 3.6 Therefore, as advised by the antisocial behaviour coordinator it is recommended that the signatories be advised to attend the next local Police Participation and Delivery (PAD) meeting run by the Community Action Team, to request that the area is treated as a "hotspot". The necessary evidence can then be built up to support a proposed closure, should it still be required. However, it is important that closure of a path which provides amenity to local people such as this, is only considered as a last resort and that solid evidence is in place to confirm that the path is used for crime.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 None

#### **5.0 OTHER IMPLICATIONS**

- 5.1 The only potential implication of the above recommendations is to reduce crime and disorder in the area around the path.

#### **6.0 RISK ANALYSIS**

- 6.1 The recommendation will enable evidence to be gathered to support a closure and reduce the risk of an application being unsuccessful.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 Equality and disability issues will be taken into consideration, should a closure be justified.

**8.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Petition, covering letter and press reports	Rutland House	Jonathan Farmer

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**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 21 June 2006

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Castlefields Regeneration, Programme Update

**WARDS:** Castlefields, Windmill Hill

## **1.0 PURPOSE OF THE REPORT**

1.1 To report the progress made on the delivery of the Castlefields Regeneration programme.

## **2.0 RECOMMENDATION**

2.1 **It is recommended that the Members agree the progress, which has been made in achieving the objectives of the Castlefields Regeneration Programme.**

## **3.0 SUPPORTING INFORMATION**

### **Background**

- 3.1 The Castlefields Masterplan was approved by the Executive Board on the 25th September 2003, following extensive consultation. This strategy for regeneration sets out proposals, which aim to ensure that Castlefields becomes a sustainable, stable, integrated and prosperous community. The regeneration programme is being delivered through a multi-agency partnership consisting of Halton Borough Council, The Housing Corporation, English Partnerships, Liverpool Housing Trust and CDS Housing.
- 3.2 The regeneration process is now well underway and has made a real impact on the area. The partners have committed circa £45m of public sector funding to the first phase of the programme and it is estimated that this will lever in over £58m of private sector investment.
- 3.3 Proposals for the next phase of the housing programme are also being developed, and a further £6.7 m of Housing Corporation funding has been provisionally allocated to support the redevelopment of additional deck access blocks.

#### **4.0 REVIEW OF PROGRESS 2005/06**

- 4.1 In 2005/06 the transformation of Castlefields really started to take shape, with major infrastructure improvements implemented, new facilities created and high quality housing schemes delivered. The partnership approach, which has been adopted to deliver the regeneration of Castlefields, has already achieved considerable change. The creation of the new 'state of the art' Youth Activity Park and the construction of a new link road, which provides direct access to the proposed Village Square, complimented by a range of environmental and infrastructure improvements, will hopefully make a real difference to residents' lives and create a safe and attractive neighbourhood where people aspire to live.
- 4.2 The Council together with Sports England and ERDF has invested over £2.5m to create the Council's newest facility, 'Phoenix Park'. Constructed following the reclamation of the old Norton School and leisure centre site, the youth activity park incorporates a skate park, under 5s' and 12s' play area, multi-use games area, climbing boulder, five-a-side football pitch and park pavilion. The park, which officially opened on the 4<sup>th</sup> June 2006, is already proving to be extremely popular. This new facility will attract people from Halton and the wider area.
- 4.3 CDS and LHT have been involved in the re-development of the Castlefields estate since 2001. Working with the regeneration partnership and the dedicated project team over 700 deck access flats have been demolished and hundreds of new homes created. CDS have successfully delivered 4 new build development schemes consisting of 109 new homes, including the award winning Waterbridge Mews development, which provided the first shared ownership homes on Castlefields. This scheme has been a great success, with homes sold without the need for marketing. CDS also have a further two developments on site, which are due for completion in 2007. See appendix attached.
- 4.4 Liverpool Housing Trust has delivered four schemes and built over 160 new homes on Castlefields. They are also in the process of constructing 10 shared ownership bungalows for the elderly. This SOFTE scheme has been very popular with reservations taken up almost immediately.
- 4.5 The recently completed shared use link road replaces a section of the segregated busway system. The new link road is designed to provide direct access for buses, cars, pedestrians and cyclists to the proposed new village square.

- 4.6 The environmental and infrastructure improvements, which are being delivered as part of the regeneration programme, are designed to address a range of issues identified by the community, including: poor legibility, poor quality public realm lighting and the need to make the area feel safer. This programme also aims to improve connectivity with adjacent employment areas. To achieve this a programme of pedestrian and cycleway link improvements incorporating improved public realm lighting commenced in 2005. New routes are being created linking Norton Priory Museum, Phoenix Park, Halton Castle, the new Village Square, Astmoor and Manor Park. These new links provide a network of clearly defined well-lit pedestrian routes across the area.
- 4.7 A project to address problematic pedestrian subways commenced in 2005. This project, which has seen the closure of the subways at Astmoor Lane, Greenbridge Close and Norton School and the upgrading of a further six subways, is scheduled to be completed by July 2006.

## **5.0 NEXT STEPS 2006-2011**

- 5.1 Following the demolition of the deck access blocks, RSL housing developments at The Butts, Rolands Walk and Delacy Court are due to commence this year, delivering over a 100 new homes by 2007.
- 5.2 The additional Housing Corporation funding described above, will assist the delivery of a second phase of redevelopment and refurbishment to a further 8 blocks of deck access flats up to 2009.
- 5.3 The programme of pedestrian link improvements and public realm lighting improvements will continue to be rolled out across the estate in 2006/07. Work will also commence to create a new conservation area adjacent to Norton Priory Museum, and linked to the proposed Canalside development site.
- 5.4 The Bridgewater Canal Trust, in partnership, with the Council, is currently seeking to secure a funding package to improve the canal towpath from Bates Bridge through to Preston Brook. The Castlefields section of canal will be improved in line with the Castlefields Design Palette and link into the proposed housing development sites.
- 5.5 The Castlefields local centre is an unwelcoming large concrete structure, which straddles the busway and suffers from a high level of vacancies and poor maintenance. In order to address these problems the Castlefields Masterplan sets out proposals for the establishment of a new village square.

- 5.6 The redevelopment of the local centre is a complex task. To deliver this project a development partnership has been established between English Partnerships, Halton Borough Council and CDS Housing. The partners have entered into a Voluntary Memorandum Of Understanding, which will remain in place until the partners are in a position to enter into a binding legal Development Agreement later this year.
- 5.7 A planning application was submitted in April 2006, which proposes the demolition of the existing centre and the provision of new retail units, residential dwellings, a new community centre and the creation of a village square. It is anticipated that the scheme will commence in Spring 2007 with completion expected by the end of 2011. However, this is subject to the acquisition of the existing local centre, which will now require a full CPO action.

## **6.0 POLICY IMPLICATIONS**

- 6.1 The Castlefields Masterplan, 'An Ambition for Regeneration and a Plan for Action' was formally adopted by the Council on the 25th September 2003. The Masterplan was subsequently translated into a Supplementary Planning Document (SPD) for Castlefields and Norton Priory, which was adopted by the Council on the 9th June 2005.
- 6.2 The Castlefields SPD is linked to the saved policy RG7, 'Castlefields', within the Halton Unitary Development Plan, which identifies Castlefields as a priority Action Area. The Halton Unitary Development Plan was formally adopted on 7th April 2005 as the new statutory development plan, replacing the Halton Local Plan.
- 6.3 All of the aforementioned policy documents align with the guiding principles of Halton's 'Corporate Plan 2006-11, Halton's Community Strategy 2006/11 and meet the following Urban Renewal Key Objectives:
- Key Objective C: To support and sustain thriving neighbourhoods and open spaces that meet peoples expectations and add to their enjoyment of life.
  - Key Objective D: To ensure Halton designs in and maintains high levels of accessibility to places and spaces so that opportunity and need are matched, and provides excellent connectivity to the wider world through transport and ICT links.

## **7.0 OTHER IMPLICATIONS**

- 7.1 There are no further direct implications arising from this report.



**8.0 RISK ANALYSIS**

8.1 A risk analysis has been completed and is included on the Council's Risk Register.

**9.0 EQUALITY AND DIVERSITY ISSUES**

9.1 The recommendations within this report will not have any identifiable equality and diversity implications.

**10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

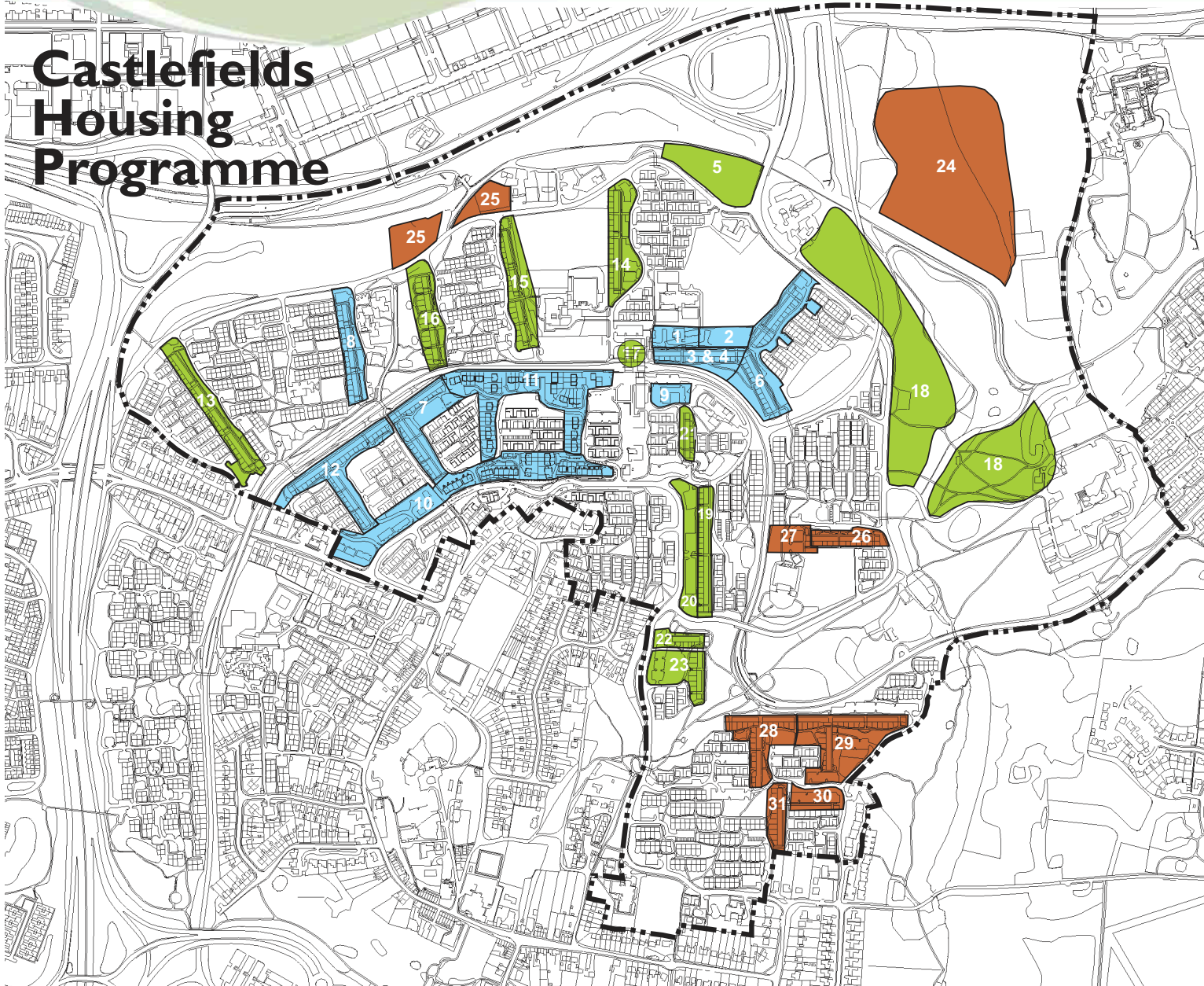
<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Castlefields & Norton Priory Action Area, Supplementary Planning Document, Consultation Draft;	Planning Department, Rutland House Runcorn	Andrew Pannell
Castlefields & Norton Priory Action Area, Supplementary Planning Document, Second Consultation;	Planning Department, Rutland House Runcorn	Andrew Pannell
Review Of Retail Provision On Castlefields	Major Projects Department, Municipal Building, Widnes	Castlefields Project Team, 0151 9078381
Castlefields Masterplan	Major Projects Department, Municipal Building, Widnes	Castlefields Project Team, 0151 9078381

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# castlefields

REGENERATION 2006

## Castlefields Housing Programme



PHASE 1: 1999-2006			
1	Conway Court- Land Adjacent Nigel Walk	CDS Phase 1	Complete New Build
2	Conway Court- Land Adjacent St Augustines School / Nigel Walk	CDS Phase 1	Complete New Build
3	Nigel Walk 1	CDS Phase 1	Complete Clearance and Redevelopment
4	Nigel Walk 2	CDS Phase 2	Complete Clearance and Redevelopment
5	Bridgewater Mews- Canalside West	CDS Phase 1	Complete New Build
6	Delacey Walk & Fitzwilliam Walk	CDS Phase 1	Under Construction Clearance and Redevelopment
7	Deck Access Flats at Rolands Walk/Princes Close/Caernarvon Close	CDS Phase 3c	Under Construction Clearance and Redevelopment
8	Deck Access Flats at The Butts	CDS Phase 4	Under Construction Clearance and Redevelopment
9	Achilles Court- Land Adjacent Richard Close	LHT Year 1	Proposed New Build
10	Land between Chester Road, Halton Brow	LHT Year 1	Complete New Build
11	Deck Access Flats at Ferryview Walk And Rothersey Close	LHT Year 1	Complete Clearance and Redevelopment
12	Deck Access Flats at Rolands Walk/Princes Close/Caernarvon Close	LHT Year 3	Complete Clearance and Redevelopment
PHASE 2: 2006-2008			
13	Deck Access Flats at Ceasers/Roman Close	CDS Phase 1	Proposed Clearance and Redevelopment
14	Deck Access Flats at Kingshead Close	CDS Phase 1	Proposed Clearance and Redevelopment
15	Deck Access Flats at Shepherds Row	CDS	Proposed Re-furbish
16	Deck Access Flats at Keepers Walk	CDS	Proposed Re-furbish
17	Castlefields Village Square	CDS Phase 7	Proposed New Build
18	Lakeside	HBC	Proposed New Build
19	Deck Access Flats at Hedge Hey	LHT Year 5	Proposed Re-furbish
20	Hedge Hey Car Park	LHT Year 5	Proposed New Build
21	Richards Close	LHT Year 5	Proposed Re-furbish
22	Deck Access Flats at Spinny Walk	LHT Year 5	Proposed Re-furbish
23	Deck Access Flats at Meadow Row	LHT Year 5	Proposed Clearance and Redevelopment
PHASE 3: 2008-2011			
19	Canalside North	HBC	- -
25	Opportunity Sites	HBC	- -
26	Deck Access Flats at Plantation Close	LHT	- -
27	LHT Plantation Close Car Park	LHT	- -
28	Deck Access Flats at Woodlands Walk/ Merlin	LHT	- -
29	Deck Access Flats at Arthurs Walk/ Coppice/Woodlands	LHT	- -
30	Deck Access Flats at Rupert Row	LHT	- -
31	Deck Access Flats at Brereton	LHT	- -

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**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 21 June 2006

**REPORTING OFFICER:** Strategic Director - Environment

**SUBJECT:** Halton Local Development Framework:  
Core Strategy Issues and Options Papers

**WARDS:** Borough wide

### **1.0 PURPOSE OF THE REPORT**

1.1 To inform the Urban Renewal PPB of current progress of the Halton Local Development Framework and in particular the Core Strategy. To seek the Board's endorsement of the content of the Core Strategy draft Issues and Options Papers to facilitate progression towards public consultation on these documents, ideally this process will begin in July and August of 2006.

### **2.0 RECOMMENDATION: That**

- (1) the content of the report be noted;**
- (2) the Board endorse the draft Issues and Options papers, with a view to progressing to Executive Board for approval for public consultation.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 The Halton Unitary Development Plan was adopted in April 2005 and provides the planning framework for determining development proposals in the Borough by containing policies and proposals for the development of land and buildings.
- 3.2 A new Planning Act was introduced in September 2004 which has fundamentally changed the process for producing development plans and the content of them. A resume of the main consequences of that Act for Development Plans is summarised as follows.
- 3.3 A new style of 'spatial plans' must be produced which provide the means of taking forward the elements of the Community Strategy that relate to the physical development and use of land in Halton. Spatial planning goes beyond traditional land use planning by bringing together and integrating policies for the development and use of land with other policies and programmes which influence the creation of places and how they function. For example, spatial planning can contribute towards the 'Healthy Halton' priority of the Community Strategy by policies requiring

safe residential road layouts, the provision of children's play areas and the protection of open space from development.

- 3.4 There are also stronger requirements for community involvement in Planning. An emphasis has been placed on the need to engage communities early on in producing new plans, so called 'front loading' of the process, and that consultation should be more ongoing and continuous. Planning should therefore be more closely aligned to the work of the Local Strategic Partnership and should be more strongly engaged in community participation.
- 3.5 Authorities must produce a Statement of Community Involvement specifying how they intend to involve communities and other organisations in the process of producing new planning documents and consulting upon major planning applications. As members may be aware, the draft Halton Statement of Community Involvement is currently being looked at by a Government Inspector and is expected to be adopted in the summer.
- 3.6 New planning documents are also required to meet the aims of sustainable development by balancing economic growth and employment, social progress, effective protection of the environment and the prudent use of natural resources. This will be assisted by a Sustainability Appraisal.
- 3.7 The Local Development Framework (LDF) is the name given to the portfolio of spatial plans that will be produced under the new Act. The LDF will replace the adopted Unitary Development Plan. Unlike the Unitary Development Plan, which is a single Borough wide document, the LDF will be a collection of several documents which individually can cover either the whole Borough or only parts of it. However, collectively they will continue to provide a Borough wide planning framework. The illustrative diagram at Appendix 1 shows how the documents that make up the LDF fit together.
- 3.8 The Council must produce a Local Development Scheme (LDS) which is a work programme for the next three years for preparing the Local Development Framework. This outlines what documents will be produced and when. A paper copy of the LDS (2006) has been provided for viewing in the Members' Room.
- 3.9 The Council's Spatial Planning team have been working on the Halton LDF for over a year and during this time non-statutory Supplementary Planning Documents have been produced that supplement the policies in the adopted Unitary Development Plan, for example ones dealing with adverts and shop front design or providing a more detailed planning framework for the Castlefields and Norton Priory area. Reports have previously been taken to the PPB detailing these. However, the time has now come to shift emphasis to the production of the statutory documents

that will make up the LDF, including those dealing with site allocations for future development.

- 3.10 The Core Strategy is the first of the statutory documents to be produced. It will be the overarching document within the LDF and will set out a vision, broad spatial objectives and core policies for the future development of the Borough. It can be seen as having broad similarities to Part 1 of the adopted UDP. Background work has commenced on this and, subject to the necessary Member approvals, it would be anticipated that Issues and Options papers could be available for public consultation during July and August. Copies of these reports are available as Appendix 2 (Issues) and Appendix 3 (Options) respectively. These documents have been circulated to key Officers for comment as part of an informal consultation exercise. Consultation with the LDF Working Party has also formed part of that process.
- 3.11 The Issues Paper (Document 1) identifies how planning can address matters raised by adopted Council policy and, in particular, the Halton Community Strategy. It should be viewed as a background paper. The issues identified have key 'go to' links to the alternatives in the Options Paper. The Options Paper (Document 2) gives alternatives, for which a preference can be expressed by respondees, for the broad future direction of development and the spatial implementation of the Community Strategy in Halton. The Issues and Options stage forms the first stage of firming up the objectives and policies to be incorporated into the Core Strategy. After public consultation upon the Issues and Options, the next stage will be to formulate Preferred Options as a consequence of responses received. Following on from that stage, a draft Core Strategy containing actual policies and explanatory text would be drafted. Illustrative dates for the various stages of producing the Core Strategy (assuming public consultation on Issues and Options papers commences in late July) are shown on page 3 of the Issues Paper.
- 3.12 Specific details of the Options Paper can be discussed at the PPB. A key point to note relates to the three spatial options showing potential development patterns for the Borough for the future. Option 3 (Mix of Brownfield and Urban Extensions) most closely follows the approach taken by the adopted UDP and, before that, the Halton Local Plan. However, officers are not seeking a preference from Members at this stage for any of the options because that would pre-judge the public consultation to follow. However, we are seeking views as to the content of the Options Paper in particular, for example whether any important matters have been omitted. It is also of note that the Options Paper is drafted around 7 Spatial Planning themes which are:
- A decent home;
  - A balanced and prosperous economy;
  - Vital and vibrant town centres;
  - Well designed places and spaces;
  - A cleaner, safer and greener environment;

- An effective and efficient transport network; and
- Social infrastructure.

3.13 Given comments at paragraph 3.3 above, the timing of informing, drafting and consulting upon the Core Strategy has been deliberate to tie in with the launch of the new Community Strategy. A report was produced for the Local Strategic Partnership meeting of 17<sup>th</sup> May which encouraged members of the LSP to become further engaged with the Local Development Framework and a presentation has been made to the Local Development Framework Working Party.

3.14 Other key Development Plan Documents dealing with more detailed polices and detailed site allocation for future development, such as allocations for housing and employment land, will follow on from the Core Strategy.

#### **4.0 POLICY IMPLICATIONS**

4.1 The Halton Local Development Framework is required to be produced by the Planning and Compulsory Purchase Act 2004. It will replace the adopted Halton Unitary Development Plan and once adopted will form part of the development plan for the area, along with the Regional Spatial Strategy. It will provide the planning framework for determining development proposals in Halton.

#### **5.0 OTHER IMPLICATIONS**

5.1 There are no other implications raised.

#### **6.0 RISK ANALYSIS**

6.1 A Sustainability Appraisal Interim Scoping report has been produced which deals with social, economic and environmental matters and seeks to mitigate against adverse effects upon these.

#### **7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 A member of the Spatial Planning team is represented on the Environment and Development Directorate's Equality Group and Equality Impact Assessment will taken into account in progressing the Core Strategy.

#### **8.0 REASON(S) FOR DECISION**

N/A

#### **9.0 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

N/A



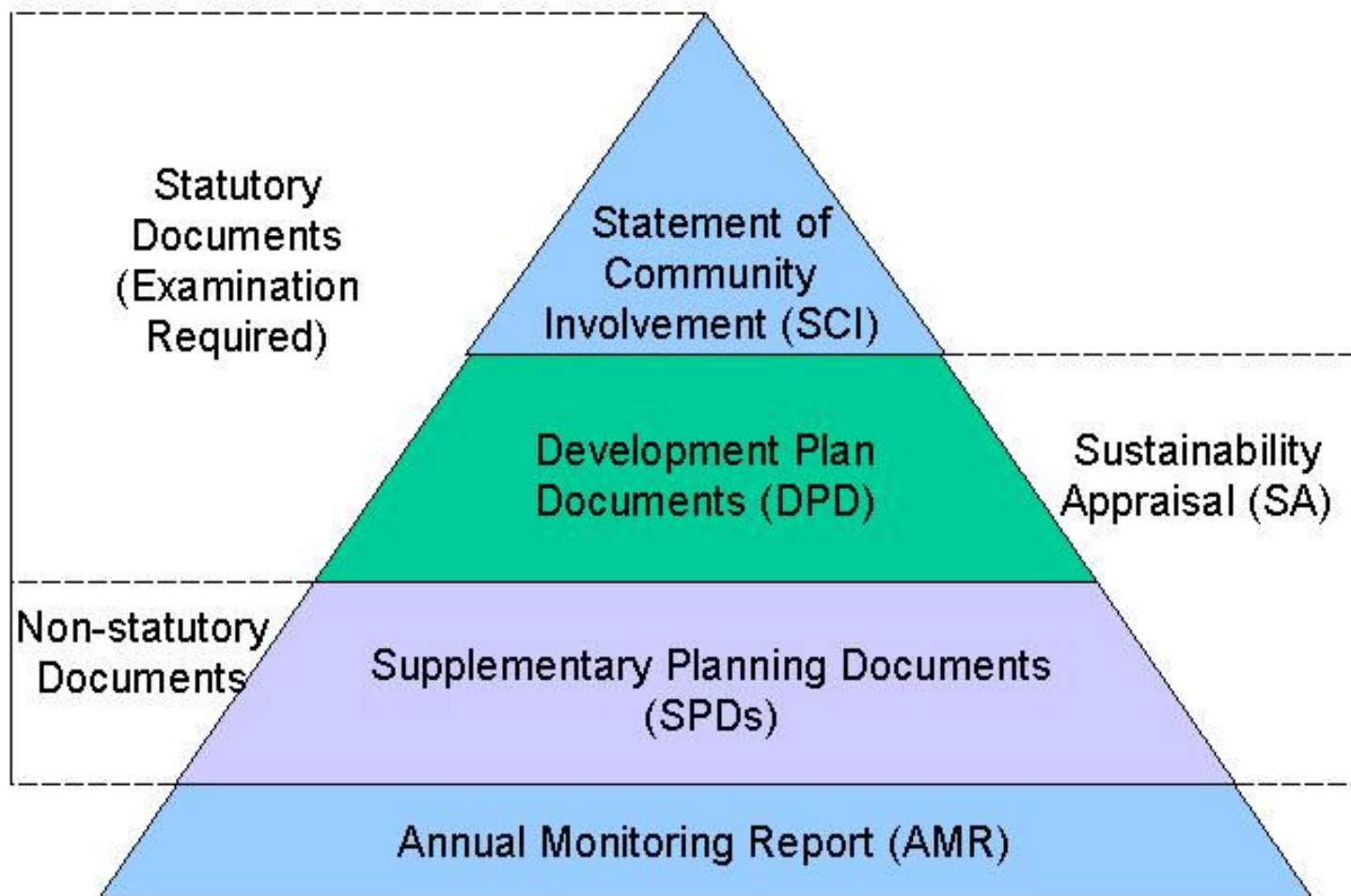
**10.0 IMPLEMENTATION DATE**

N/A

**11.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
The Planning and Compulsory Purchase Act 2004	Environment and Regulatory Services Department, Rutland House, Runcorn	Andrew Pannell
Halton Unitary Development Plan	Environment and Regulatory Services Department, Rutland House, Runcorn	Neil Macfarlane
Halton Local Development Scheme (2006)	Environment and Regulatory Services Department, Rutland House, Runcorn	Neil Macfarlane

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Halton Borough Council

# Core Strategy

## Issues and Options Consultation

### Document 2 – Options Paper

### **Making it Happen ~ A Spatial Plan For Halton**

**Internal Partnership Consultation  
19<sup>th</sup> May – 9<sup>th</sup> June 2006**

Operational Director  
Environmental and Regulatory Services  
Halton Borough Council  
Environment Directorate  
Rutland House  
Halton Lea  
Runcorn  
WA7 2GW



## This is your chance to have your say about shaping future development within Halton, through to 2021.

This document seeks your views on issues to be addressed by the Core Strategy of the Local Development Framework (LDF) for Halton. The Core Strategy is a key document in the LDF, which is the development plan for Halton that will be used to allocate land for development through to 2021 and contain the policies against which all development proposals in the Borough will be assessed, and as such it will affect everyone who lives, works or visits the Borough.

This consultation is intended to gather your views on the main issues that the Core Strategy is intended to address and introduce some of the broad policy options that the Core Strategy may adopt. Throughout the document various questions are asked to assess what you consider to be important and space is provided for you include additional comments or raise any issues that you think have been omitted.

The Core Strategy is one of a number of new planning documents that Halton Borough is required to prepare following recent Government changes to the planning system. Together these documents will form the Halton Borough Local Development Framework (LDF), and will over time replace the previous development plan; the Halton Unitary Development Plan.

This **Options Paper** establishes the role that the Core Strategy can play in addressing the planning and development issues facing the Borough, and the constraints that will need to be taken into consideration. For the clearest picture, this **Options Paper** should be read in conjunction with the accompanying **Issues Paper** that sets out the broad planning issues and the Community Strategy priorities that planning policy within the Borough will need to help address. Both documents together allow a broad understanding of the spatial planning issues and options for Halton. If you wish to comment on either document please complete the relevant sections within this Options Paper, and return it before the end of the consultation period set out below. Your views will be reported to Council Members and will be taken into consideration when selecting the preferred options to be taken forward in the development of the Core Strategy.

Both the Issues Paper and this Options Paper are available on the Borough Council's website, or as paper copies from Runcorn Town Hall; Widnes, Halton Lea & Ditton libraries; Runcorn Tourist Information Centre; and Halton Lea & Widnes Halton Direct Links.

### How to get involved

This is your chance to have your say about the preparation of the new development framework that will help shape the future development of Halton, until 2021. Please submit your comments and suggestions during the consultation period, which runs from 27<sup>th</sup> July to 7<sup>th</sup> September 2006.

### What will happen to your comments?

Your views will be reported to Council Members and will be taken into consideration when developing the best options to take forward in the Core Strategy, the next stage of which will be the publication of preferred policies in later in the year.

There are a number of ways in which you can get in touch with us. You can send your completed questionnaire and any additional comments to:

**By Post:**

Spatial Planning – Issues and Options  
Consultation  
Environmental and Regulatory Services,  
Halton Borough Council,  
Environment Directorate,  
Rutland House,  
Halton Lea,  
Runcorn,  
WA7 2GW

**By Email:**

[forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk)

**On the Web:**

An electronic version of this document is available from the Council's website at [www.halton.gov.uk/forwardplanning](http://www.halton.gov.uk/forwardplanning)

**Further Information:**

To discuss further any elements of this document, please contact the Spatial Planning Team on 0151 907 8300.



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# I About this document

- 1.1 Document 1 – The Core Strategy Issues Paper, identified the broad planning issues and Community Strategy priorities that planning policy within the Borough will need to help address. It established that the role of planning policy in addressing these issues is constrained by certain factors. Firstly, the national and regional planning policy framework, which planning policy in Halton must conform to, this relates to issues such as number of dwellings that should be delivered annually within the Borough and proportion of these that should be built on brownfield sites. Secondly, there are a number of environmental constraints that will also need to be taken into account, such as the need to respect flood plains and consider implications on designated landscapes and wildlife habitats.
- 1.2 The Issues Paper then set out the local framework, starting with issues relating to the existing land allocations in the recently adopted Halton Unitary Development Plan (UDP). The issues paper then identified that the main issues for the Borough are set out in Community Strategy. The Community Strategy sets out a vision and number of important priorities for Halton, to be used to coordinate the resources and actions of the public, private and voluntary organisations to address the issues. Spatial planning policy, as a key action of the Council is therefore important to directly and indirectly addressing these issues.
- 1.3 Under each of the five Community Strategy priority areas, the Issues Paper began to identify what planning can do to help contribute to addressing that particular issue. In addition it was identified that there are a number of cross-cutting issues that impact on each of the five priority areas. This document, Document 2 - The Core Strategy Options Paper, takes the process forward by beginning to identify options for the overarching planning policy to help contribute to addressing the five main and the additional cross cutting issues identified in document 1.
- 1.4 Firstly, this Option Paper identifies a draft spatial vision for Halton, and then examines three spatial options for achieving the vision. This document then moves on to identify a number of potential planning policy options for the Core Strategy. These policy options are to guide new development to ensure that it contributes to realising the spatial vision for Halton. These options are based around overarching planning policy themes, to reflect the cross-cutting nature of planning policy on the issues identified in Core Strategy and the intended structure of the Core Strategy. It is important that you give us your views on both the spatial options and policy themes, to ensure that they are considered fully by the Council when work begins on writing the detail of the planning policy.

## 2 Spatial Vision

- 2.1 The Core Strategy will set out an overall spatial vision for the Borough. National planning advice suggests that this should be linked to the Community Strategy vision (set out in section 3 of the Issues paper) and should focus on achieving delivery and local distinctiveness. It should look forward at least ten years and should explain how the area might change, both in terms of its geography and its socio-economic characteristics.
- 2.2 In order to develop a truly spatial vision it will mean looking beyond just land use and the granting of planning permission and taking into account wider social, economic and environmental issues including education, health, social inclusion, waste, biodiversity, recycling, crime prevention and environmental protection.
- 2.3 Taking national advice and the vision established in the Halton Community Strategy, a draft spatial vision for Halton can be proposed:

‘Halton will be a thriving and vibrant Borough where people have - the potential for a good quality of life and good health; opportunities to fulfil their potential; greater wealth and equality, and; safer, stronger and more attractive neighbourhoods.’

Halton will be an inclusive, sustainable community where people enjoy access to:

- A decent home and neighbourhood;
- A balanced and prosperous economy;
- Vital and vibrant town centres;
- Well designed places and spaces;
- A cleaner, safer and greener environment;
- An effective and efficient transport network; and
- Social infrastructure.

Without compromising the quality of life for future generations.

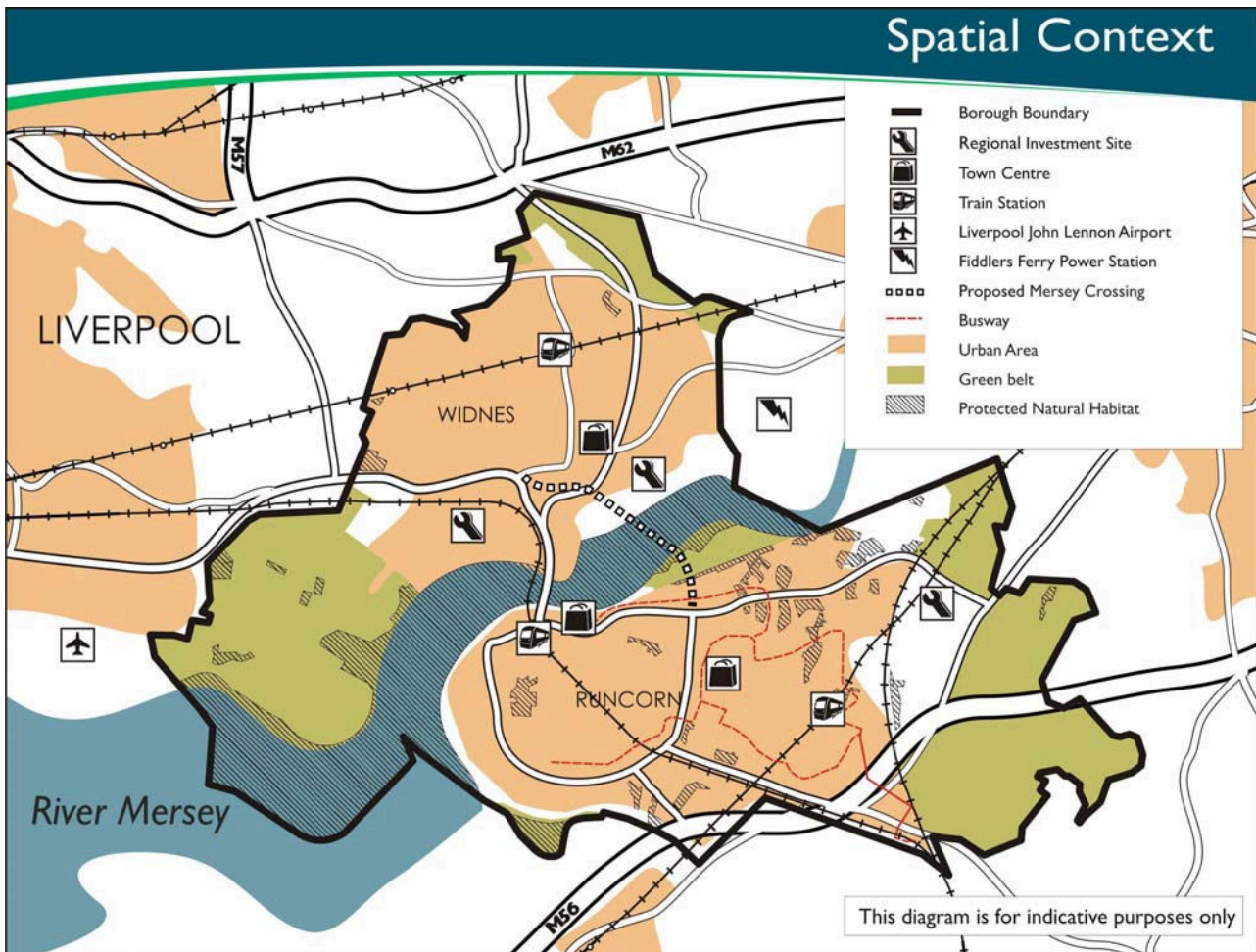
### Question 1

Given the aims of the Community Strategy, national and regional planning policy and the environmental constraints upon the Core Strategy, do you have any comments / suggestions regarding the above spatial vision ?

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## 3 Achieving the Spatial Vision

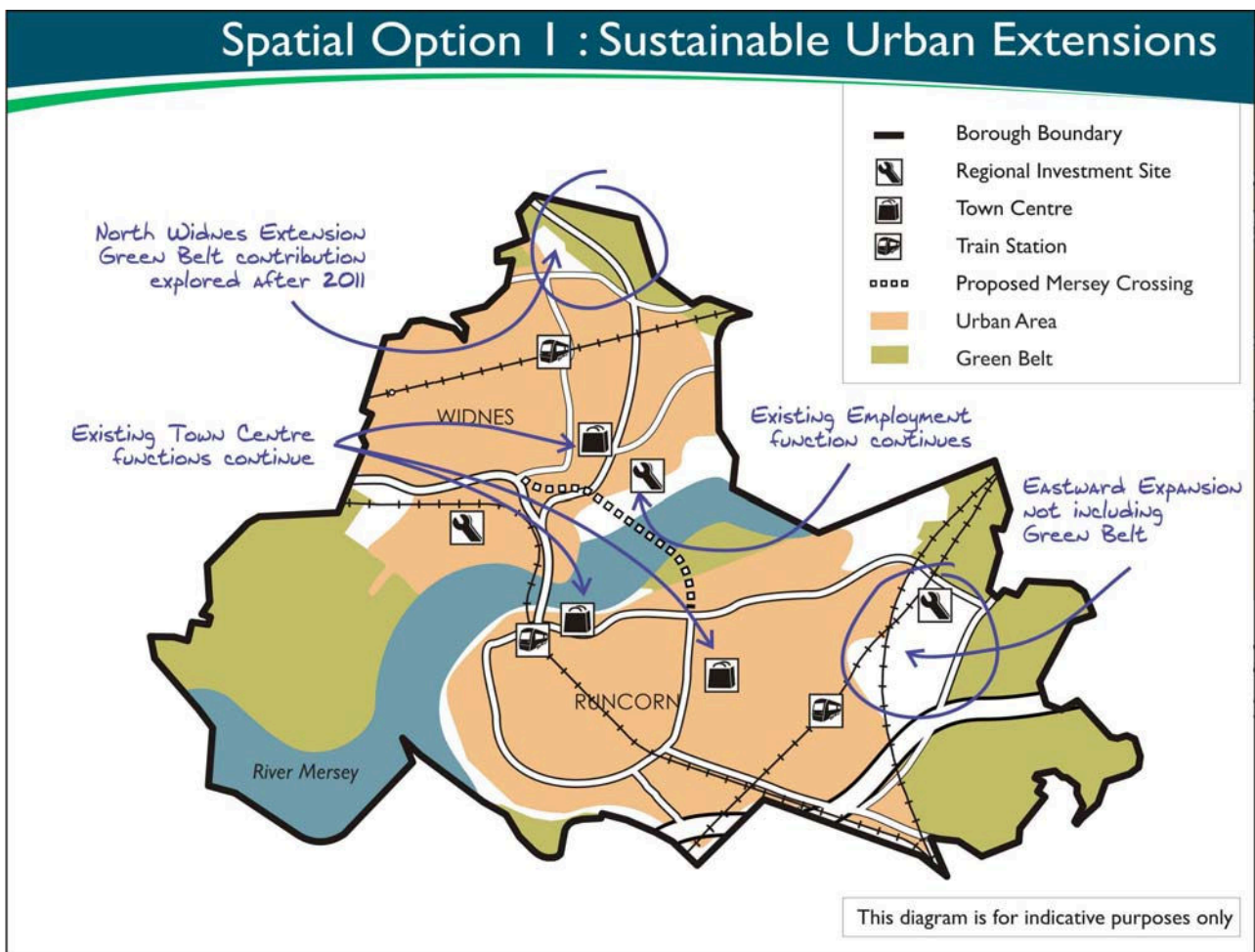
- 3.1 It is important to consider the spatial planning options needed to achieve this vision. Three alternative options for achieving this vision are set out below, please use question 1 to tell us which of the three options you think will best achieve the draft vision.
- 3.2 In considering and commenting on the three options (below) you may wish to consider the national, regional and local framework and other constraints on the planning of new development and the other issues set out in 'Document 1 – The Issues paper'.



### Spatial Option 1 – Sustainable Urban Extensions

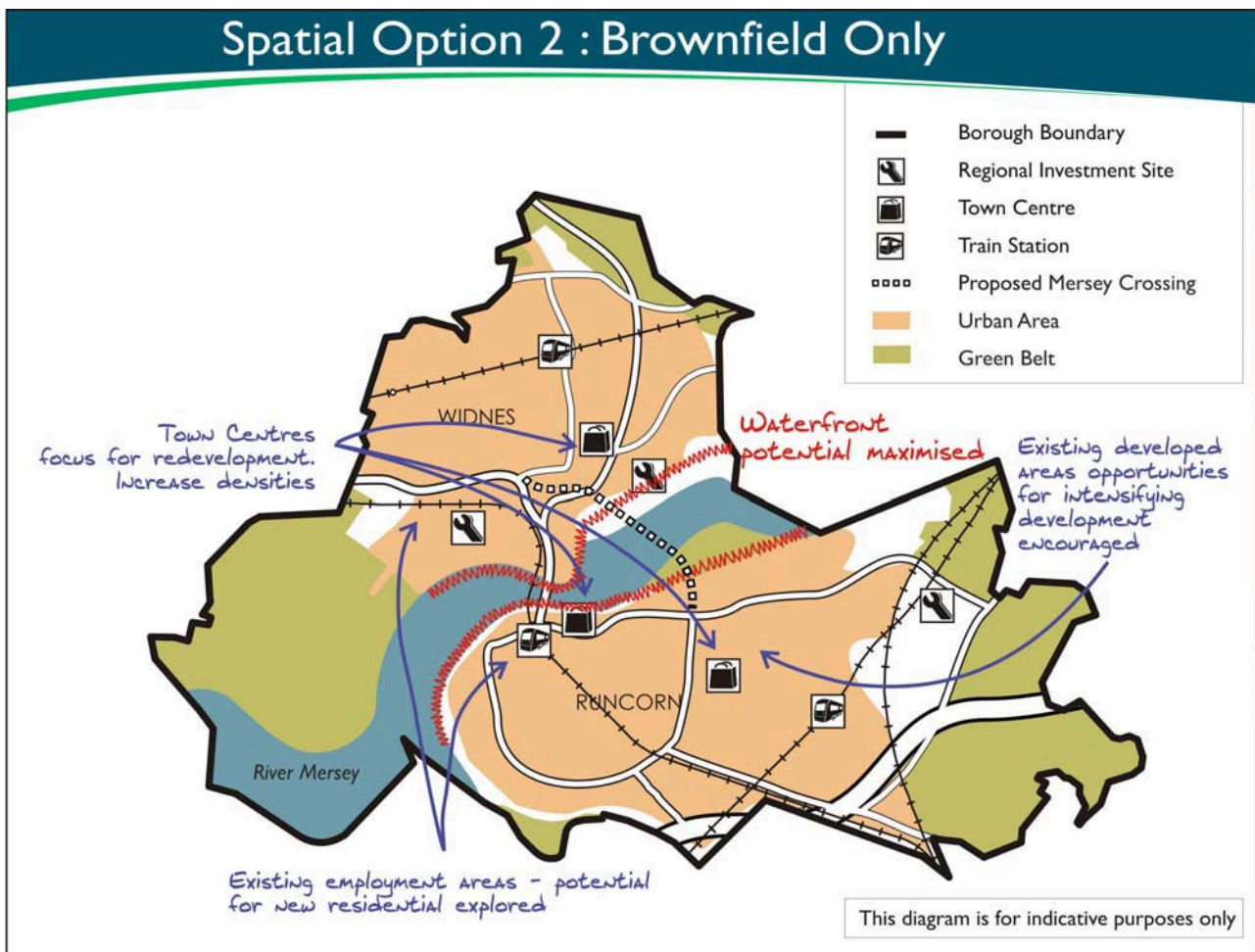
- 3.3 The main spatial element of this approach is to continue the urban extension of Runcorn and Widnes. In relation to Runcorn, this development would predominantly be to east of Sandymoor on land that is currently designated as open countryside outside the Green Belt. In respect of Widnes development would most likely be northwards, with development of currently undeveloped and Green Belt land. This would be dependent on the outcome of a review of the Green Belt in the period after 2011.
- 3.4 Any urban extensions would be for both residential and employment uses, to ensure a sustainable balance, with appropriate supporting neighbourhood facilities such as local shops. The function of the main town centres and existing employment areas would continue to be reinforced.

- 3.5 Public transport, cycling and pedestrian improvements will be identified and these will need to be delivered alongside new development, to ensure that they are accessible by means of transport other than the private car. A high quality of design will be required to ensure the creation of sustainable and vibrant neighbourhoods that integrate seamlessly with the existing urban fabric of Runcorn and Widnes.
- 3.6 Additional sites required to meet Halton’s housing land allocation, as set in the North West Plan, over that which can be accommodated on the urban extensions, will be located on brownfield land within the urban area. Wherever possible these sites will be identified by the Council through the production of an urban capacity study. Although provision will be made to enable unpredicted brownfield ‘windfall’ sites, which come forward for development to realised without comprising the main element of this spatial plan option.



## Spatial Option 2 – Brownfield Only (Within existing urban area)

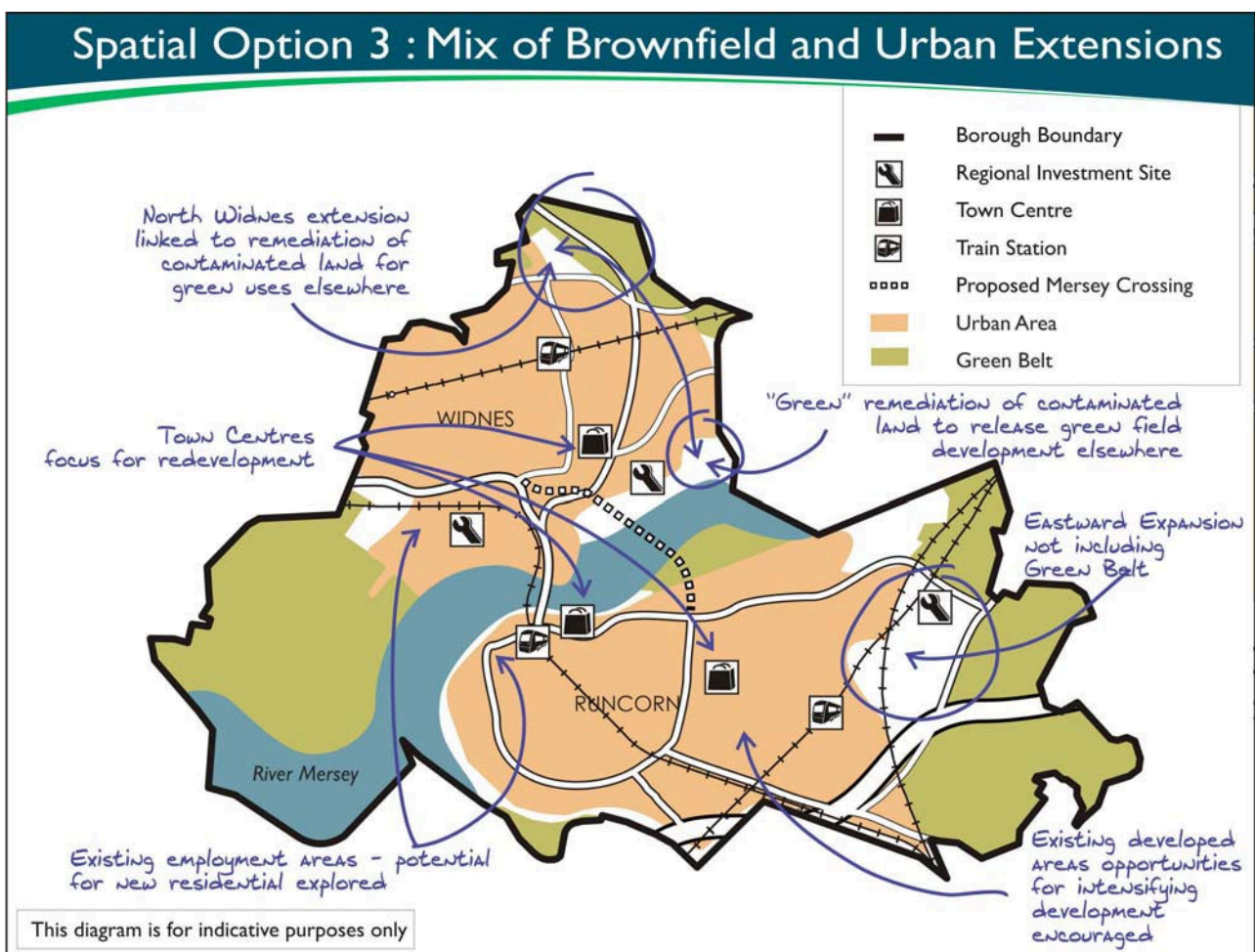
- 3.7 In this option, wherever possible all new residential and employment development will be directed to brownfield land, ensuring that all vacant land and buildings within the existing urban area are considered for redevelopment. Opportunities for intensifying development within existing developed areas will be identified and encouraged. Development will be concentrated in locations such as within or close to Halton's town centres; in selected former industrial areas, and; wherever possible maximise the potential of Halton's waterfront. This approach should result in the environmental, social and physical improvement of existing urban areas.
- 3.8 A particular focus will be placed on the potential for urban restructuring. Questioning the suitability of existing land use and densities within Halton and assessing options for their transformation and transition to more effective and efficient land use patterns. One example of this would be assessing the social, economic and environmental contribution that declining and low 'value' industrial and commercial areas make to Halton and whether these areas have potential to deliver sustainable and attractive residential developments, with provision made to accommodate existing businesses either within the redevelopment scheme or if necessarily elsewhere. Another example will be the re-evaluating of the role and function of Halton's town centres to identify whether consolidation of these areas to enable redevelopment is appropriate.



- 3.9 A high quality of design of buildings and spaces around will be required to ensure the success of this option. The design approach to every individual site will need to be carefully considered, particularly where the development will be of a much higher density.
- 3.10 In support of this option an extensive land survey will be required to examine the suitability and density of existing land uses. This would also involve the review of all existing allocated greenfield sites (set out in the Halton UDP) which have not already been committed (granted planning permission, which has not yet elapsed) for development.
- 3.11 This spatial option will also require the coordination of the resources and expertise of the public and private sectors to tackle issues relating to Halton's industrial legacy, including large areas of heavy contaminated and often difficult to develop land. In some instances it will have to be recognised that for the foreseeable future, until such a time as cost effective technologies for remediating (cleaning up and preparing for development) contaminated land, these areas will be unsuitable for some types of development.

## Spatial Option 3 – Mix of Brownfield & Urban Extensions

- 3.12 This option is simply a combination of the Option 1 and 2. Seeking to concentrate wherever possible new development on brownfield sites (in a similar locations as set out in Option 2), but recognising that some planned urban extension (in similar locations as set out in Option 1) can also be accommodated up to 2021.



- 3.13 The problems and costs associated with the remediation of contaminated land within Halton are recognised and addressed within this spatial option by creating a relationship between the development of greenfield and brownfield land. This option would seek to recognise the ‘cost’ to the people of Halton in environmental, social and economic terms of developing on greenfield sites. To off set any ‘costs’ greenfield development will be linked to the remediation of heavily contaminated sites for ‘green’ end uses such as the creation of new local nature reserves or open space. This approach of ‘greening’ Halton’s industrial legacy is a potential spatial solution to problems faced within the Borough.
- 3.14 As with Option 1 and 2 quality of design will be key integrating both urban extensions and brownfield development into the existing urban fabric. In addition to land survey work and the review of existing greenfield allocations identified in Option 2, a further study will be required to identify the areas of heavily contaminated land suitable for ‘greening’.

**Question 1. – Achieving the Spatial Vision**

Please rank these three options in your order of preference, placing a 1 in your preferred option, a 2 in your second preference and a 3 in the option you least prefer:

	Approach	Rank
Spatial Option 1	Sustainable Urban Extensions	
Spatial Option 2	Brownfield Only	
Spatial Option 3	Mix of Brownfield & Urban Extensions	

Please use this space if you have any further suggestions or comments to make in relation to this Question, for instance - do you have an alternative option?:




## 4 Core Strategy Themes

- 4.1 To achieve the delivery of Halton's Spatial Vision (set out in section 2 and 3 of this document), and thereby contribute to achieving the aims and objectives of the Community Strategy, the Core Strategy will contain a number of overarching planning policies to guide development within the borough.
- 4.2 The policy themes identified reflect the cross-cutting nature of planning policy on the issues identified in Core Strategy Issues Paper, particularly those derived from the Halton Community Strategy. These themes also reflect the intended policy structure of the Core Strategy.
- 4.3 These policy themes and the options for the planning policies within each theme are set out below.

**We want to know what you think about the suggested options for each policy theme and if there are any other options that could be included.**

## A Decent Home and Neighbourhood.

### Objective:

- To provide sufficient land in sustainable locations to enable the development of new housing numbers in accordance with North West Plan
- To identify, and where necessary promote, sufficient previously developed land, in sustainable locations, for housing development to provide for housing on 'brownfield' land in accordance with draft North West Plan.
- To provide a mix of house types to meet the needs of the whole community and create balanced communities including, where necessary, affordable housing.

- 4.4 Across the country people are living longer and either through choice, or relationship breakdown, an increasing number of us live alone. This is leading to demand for an ever-greater number of houses to accommodate even static populations. Halton is no exception. Even though the latest Government population forecasts predict a fairly static population in the borough to 2021, there is an increasing demand for additional accommodation.
- 4.5 The number of additional dwellings that Halton needs to accommodate is contained in the North West Plan, which is currently being updated. Currently Halton is required to deliver 330 additional units per annum, totalling 4,620 units (2002 to 2016). The Draft NW Plan proposes to increase this to 500 units per annum in the period up to 2021. If this increased figure is adopted the LDF will need to identify where these additional homes are to be provided.
- 4.6 The Government is committed to minimising the need for additional green fields to be developed to meet the nations housing demand and expects that at least 60% of new homes should be developed on previously developed or 'brownfield' land. The draft North West Plan adds specific targets for brownfield development at a sub-regional level, with the proposed target for the Mid-Mersey area including Halton, St.Helens and Warrington being at least 80%. This compares with the target for Halton in the Halton UDP of 55% and represents a significant challenge.

### Question 2 : Where should new housing development be concentrated?

- 4.7 In deciding where new development should be located, the Core Strategy will need to address and balance a number of often competing issues. If the majority of new housing is to be located within the existing urban area to minimise outward expansion on to greenfield land, this may lead to other urban uses being displaced or result in the introduction of higher density (including 2½ or 3 storey housing) into areas, which may not blend with the existing urban character.

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
Consistent with Spatial Option 1 & 3:						
2a	Major house building should be allowed on sites on the edge of Widnes and Runcorn, including potentially on land currently identified as greenbelt (subject to review post 2011).					

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
2b	New housing should respect character of surrounding urban area, even where this is at lower densities and increases need for greenfield development.					
2c	Halton should accept the draft North West Plan brownfield target, even where it means de-allocating uncommitted greenfield sites in east Runcorn and north Widnes, allocated in the previous Borough Plan (the Halton Unitary Development Plan)					
<b>Consistent with Spatial Options 2 &amp; 3:</b>						
2d	New housing should be concentrated on brownfield land within the existing urban areas, INCLUDING by infilling, sub-dividing larger properties or increasing densities within existing residential areas, regardless of effect on the character of the urban area.					
2e	New housing should be concentrated on brownfield land within the existing urban areas, EXCLUDING by infilling, sub-dividing larger properties or increasing densities within existing residential areas, in order to preserve urban character.					
2f	Housing should be provided at higher densities within high frequency public transport corridors and near service centres.					
2g	Housing should be at higher densities to minimise greenfield development requirements, even where different from surrounding urban character.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


**Question 3 : What type of housing should we be planning for?**

4.8 Since the early 1990’s Halton’s population has been declining. This appears to have been largely due to the borough failing to attract new families, to replace the often younger population leaving for education or to pursue job opportunities elsewhere. The Council has implemented a policy of

promoting the development of larger family housing (Upton Rocks and Sandymoor) to help redress this imbalance. Recent figures suggest that this policy has borne fruit and the population has now stabilised at about 118,000.

- 4.9 The increasing proportion of small and single person households, however does not directly translate into a demand for 1 and 2 bedroom properties. The Housing Needs Study (2005) indicates that almost 60% of private sector demand is for 3 or more bedrooms. Demand in the social rented sector does favour smaller properties, yet the study concluded that much of this demand can be met by turnover of existing stock and that there was actually a shortage of accommodation for families needing 4 bedroom properties.
- 4.10 Increasing house prices and private rental levels in Halton over recent years have left many unable to afford housing in the open market. Council's are allowed to seek a proportion of affordable units (for social rent or for sale at below market levels) on larger new build schemes. Affordable units are traditionally sought to be provided on site (i.e. on the same development) to aid in the development of mixed communities (i.e. mixed household types, ages, incomes, social groups), however the Council can agree to negotiate for off-site provision (i.e. where the units are provided elsewhere).

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
3a	Developers should be left to determine the mix of houses (type / size) they develop.					
3b	The LDF should specify house types or sizes expected within different geographic areas.					
3c	The Council should continue to promote the development of larger family homes to attract new families into the borough, stabilising the population and supporting key services and facilities.					
3d	Affordable housing provision should be sought on-site to promote mixed communities.					
3e	Affordable housing provision should be sought as off-site provision and targeted into areas of greatest need.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


**Question 4 : Gypsy & Traveller Sites?**

- 4.11 The Council has a duty to provide for the needs of the whole community, including provision for gypsies and travellers, and is currently working with colleagues across Cheshire and Warrington to commission research into the needs for this community. This will almost certainly highlight the need for additional transit sites and residential pitches.

- 4.12 Until this further research is concluded, it is impossible to quantify this need in terms of sites or pitches. However, the Core Strategy will need to make reference to this provision, either by setting out criteria by which applications for sites will be assessed or by indicating broad ‘areas of search’ where subsequent LDF documents may seek to allocate land for such uses.
- 4.13 By defining criteria based policies the Core Strategy could seek to provide the framework against which any subsequent proposed allocations or planning applications for gypsy and traveller sites should be assessed. Defining broad areas of search may allow greater certainty to the communities concerned as to the areas where additional provision may be appropriate. Either option will need to be expanded upon within a subsequent DPD.

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
4a	The Core Strategy should define a criteria based approach to the assessment of future allocations or the determination of applications for sites for gypsies or travellers.					
4b	The Core Strategy should identify broad areas of search where future allocations for sites for Gypsies and travellers may arise.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


## A Balanced and Prosperous Economy

### Objectives:

- To encourage economic development and employment opportunities in key growth sectors, in sustainable locations, accessible to the whole community by sustainable transport methods
- To strengthen Halton's economy and improve the image of the Borough

- 4.14 The Issues Paper identified that planning can improve the local economy, increase job opportunities for local residents and tackle deprivation through the provision of appropriate sites for the development of employment uses, the increased accessibility to employment, training and education opportunities and the improved quality of both the environment and image of Halton.
- 4.15 This Core Policy will need to be consistent with Government objectives in Planning Policy Guidance Note 4 (PPG4): Industrial, commercial development and small firms, and regional objectives set out within the North West Plan, the Regional Economic Strategy (RES) and the Northern Way. It will also need to consider the aims and objectives of the local economic strategy 'Halton: Gateway to Prosperity'.
- 4.16 PPG4 states the Government's key aim of encouraging continued economic development, which is compatible with environmental objectives. Development plans should adopt a realistic approach to employment land requirements and provide an appropriate range of sites for different types of occupiers, which are available for development and well served by infrastructure. Therefore, the Core Strategy should provide the policy framework for economic development, weighing the importance of industrial and commercial development with that of maintaining and improving environmental quality.
- 4.17 To support economic growth, prosperity and change, the economic infrastructure will need to be of the best quality, with a range and variety of land and premises provided. The amount, location and type of employment land and distribution of economic activity across the Borough will have important implications for the relationship between competing or conflicting uses and activities, and for the enabling sustainable levels of economic growth together with long term enhancement of the environment and social well being of the Borough as a whole.

### Question 5: Where should new employment uses be developed?

- 4.18 The amount of land that Halton will need to provide for employment development is contained in the Draft North West Plan, which states that Merseyside and Halton need to identify 541 hectares of land for employment development between 2005 and 2021. The Council will need to work with the other Merseyside Authorities to agree the distribution of land across the sub-region.
- 4.19 In addition, the Draft NW Plan identifies 2 broad locations within Halton for Regionally Significant Economic Development, in southeast Halton (Daresbury International Science & Technology Park) and Widnes with access to the West Coast Main Line (Ditton Strategic Rail Freight Park). These 2 sites should only be developed for uses, which will have a recognised impact on the growth and development of the regional economy by contributing to the increase in overall regional GVA.
- 4.20 At April 2005 Halton had a total of 258 hectares of land available for employment development, split 139 ha greenfield and 119 ha brownfield, equivalent to 16½ years of supply at the average take up rate over the last 8 years of 15½ ha per annum. The majority

of recent development and the remaining supply is concentrated in Runcorn. Given Widnes' proximity to surrounding employment opportunities in Liverpool, St.Helens and Warrington, does this mismatch matter?

Please place a tick in the appropriate box following each of the statements:

Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
<b>Consistent with Spatial Options 1 &amp; 3:</b>					
5a	Employment development should be promoted on land where it meets market demands, regardless of location, to maximise job creation and investment in the Borough.				
5b	Employment development should be allowed on sites, as part of a sustainable urban extension to the north of Widnes, including potentially on land currently identified as Green Belt (subject to review post 2011).				
5c	Employment development should be allowed on sites, as part of a sustainable urban extension to the east of Runcorn.				
<b>Consistent with Spatial Options 2 &amp; 3:</b>					
5d	Employment development should be concentrated within the current urban areas to minimise greenfield development.				
<b>Consistent with Spatial Options 1, 2 &amp; 3:</b>					
5e	Employment developments should be concentrated in the town centres and existing employment areas.				
5f	Employment developments should be concentrated on land which is accessible by public transport				
5g	Employment developments should be promoted on land, which is accessible, by rail or water.				
<b>Other options</b>					
5h	The LDF should seek to provide for equal levels of employment development in Widnes and Runcorn.				

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


### Question 6: Existing employment sites and allocations?

- 4.21 National planning advice on employment matters advises that planning should ensure a continued supply of a variety of employment development sites in terms of size and location to meet differing needs and ensure choice and competition. Against this housing policy advice states that Council's should review all their non-housing allocations when reviewing their development plans and consider whether some of this land might better be used for housing or mixed-use developments.
- 4.22 Over recent years, increases in residential land values have led to former industrial and commercial sites being lost to housing development, with consequent changes in urban form and the loss of often centrally located, accessible job opportunities. The Core Strategy will need to address these competing demands for land from these alternative uses.

Please place a tick in the appropriate box following each of the statements:

Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
Consistent with Spatial Options 1, 2 & 3:					
6a	All existing employment sites should be protected for employment use, even where this limits the amount of brownfield land available for residential or other purposes.				
6b	A flexible approach to future development of existing employment sites should allow the development of mixed uses, even if this ultimately leads to further land being required for future employment development.				
6c	The most important employment areas should be identified and protected solely for employment development whilst allowing a more flexible approach on other sites.				
6d	Existing employment sites should be redeveloped for alternate uses where the land or buildings are demonstrably unfit for employment use.				
6e	Existing employment sites should be redeveloped for alternate uses where proactive marketing has failed to attract a new employment use and there is a readily available supply of alternative, attractive employment land providing a varied range of sites.				
6f	Existing employment sites should be redeveloped for alternate uses where this would enable significant improvements to the surrounding environment.				



	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
6g	Existing employment sites should be redeveloped for alternate uses where this would secure significant, specific benefits to the advantage of the local community, even if this ultimately leads to further land being required for future employment development.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


### Question 7: How can we ensure access to employment & life long learning opportunities?

4.23 As discussed in the Issues Paper, planning can only seek to play a limited role in improving the skills levels within the borough, which are relatively poor when compared to Britain as a whole. However, the Council is committed to lifelong learning and the Core Strategy will set out a framework to matters that can be achieved with the help of partners. How this policy is taken forward may depend on which options are chosen, however, it is likely that elements of the policy will be contained within the Housing, Employment and Retail & Leisure DPDs.

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
Consistent with Spatial Options 1, 2 & 3:						
7a	The Core Strategy should support the future growth of all education facilities.					
7b	The Core Strategy should promote the modernisation of existing education and training services.					
7c	New developments should contribute appropriately to meeting education needs generated by the proposal.					
7d	The Core Strategy should ensure Safe Routes to School, including the creation of appropriate walking, cycling and other transport routes in relation to all new educational facilities.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


## Vital and Vibrant Town Centres

### Objective:

- Protect and enhance the vitality and viability of the 3 main retail centres as the commercial, social and cultural heart of their communities.
- Where appropriate seek to protect and enhance local and neighbourhood centres for to provide attractive, convenient facilities accessible to the whole population.

4.24 The LDF will aim to ensure that everyone will have access to high quality and accessible retail facilities and that the main town centres of Widnes, Halton Lea and Runcorn Old Town are protected and enhanced wherever possible to fulfill their role as the commercial, social and cultural hearts of their communities.

### Question 8 : Retail centres and the future for retail development.

4.25 Retail development is subject to strict planning policy controls from Central Government, which seek to concentrate retail investment into existing town centres. The North West Plan does not identify any of the town centres within Halton for expansion beyond what is required to meet local needs.

4.26 The UDP contained policies to define the extent of the main town centres together with 34 local and neighbourhood centres and implemented policies intended to protect and wherever possible enhance them. In addition, opportunity sites were allocated for retail and leisure development of a scale commensurate with the findings from the independently produced retail study.

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
8a	The plan should identify land for further outward expansion of the 3 town centres.					
8b	The plan should seek to concentrate retail development within the existing centres by renewal and more efficient use of existing space.					
8c	There is a need for additional retail warehouse parks within the borough.					
8d	There should be a presumption against the contraction or loss of retail units within local centres to other uses.					
8e	Units within poorly located or unattractive local centres should be allowed to change to other uses, including residential.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


**Question 9 : Leisure provision and the future for commercial leisure uses.**

- 4.27 In line with the strict planning policy controls from Central Government, which seek to concentrate such uses into existing town centres the UDP contained policies to direct major commercial leisure developments to town centre or edge-of-centre sites with more minor developments being allowed within neighbourhood centres.
- 4.28 The Council has been proactive in promoting new cultural and leisure activities in the both Widnes and Runcorn with flagship developments in both towns seeking to provide enhanced leisure opportunities and promote the night-time economy. The multi-award winning Brindley Arts Centre in Runcorn Old Town and the redevelopment and revitalisation of Albert Square (Widnes) are already providing new leisure opportunities and provide firm foundations for future developments

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
9a	The success of the Brindley Arts Centre should be used to attract new development into Runcorn Old Town and help change and expand the nature of leisure provision within the centre.					
9b	The redevelopment of Albert Square (Widnes) as a focus for leisure development should be continued and expanded to provide a destination leisure offer.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


## Well Designed Places and Spaces

**Objective:** To ensure that all new development

- Achieves the highest possible standards of design
- Makes efficient use of resources in development proposals (including land and materials)
- Meets the needs of the current generation in a sustainable manner that will not prejudice the needs of future generations to satisfy their own needs

- 4.29 The Issues Paper identified that quality of design (Section 4) was an important cross cutting issue that could positively contribute to making Halton a better place to live and work, by improving the image of the borough, reducing opportunities for crime to occur and encouraging attractive and inspiring buildings and places. National and regional planning policy and strategies emphasise the importance of good design and making efficient use of land buildings and infrastructure. The Draft North West Plan specifically identifies the need for energy conservation and efficiency, and renewable energy production to be incorporated into the design of new buildings.
- 4.30 Another important issue is how those who are planning to develop new buildings are given guidance to let them know what is expect in the design of any buildings.

### Question 10 : Quality of design

- 4.31 Many aspects of good design can be achieved at little or no net cost to a development, if incorporated as part of the basic design process. Good design can not only enhance the surrounding area, but can also make economic sense for developers making their developments more attractive to the market and achieving higher sales of rental values.
- 4.32 However, it must be accepted that some aspects of good design can add to a developments cost, and the insistence on the use of higher grade materials, of the inclusion of certain architectural or decorative features or resisting over-development of a site can alter the economics of a development and in certain circumstances may make a development uneconomic. In previous years, on some developments the Council may have reluctantly felt constrained to accept development not of the very best quality in order to not jeopardise valuable investment. Given the increased developer confidence and activity in the Borough, it may be appropriate for the Core Strategy to set out higher expectations for the design of new development.

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
10a	New development should be of a high quality of design, and contribute positively to its setting.					
10b	New development should not be 'off the peg' designs and should use quality materials that respond to the character and identity of their surroundings.					

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
10c	New developments should integrate with adjacent transport corridors and should not unnecessarily restrict the free movement of pedestrians and cycles through the site.					
10d	The Council should reject poorly designed development proposals even where this may delay or even deter development.					

### Question 11 : Sustainable Design and Construction

4.33 New development proposals will be required to submit a statement alongside planning applications demonstrating how the proposals will be designed and constructed in a sustainable manner.

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
11a	New development should be required to embrace energy efficiency and conservation.					
11b	New development should be required to embrace water efficiency and conservation.					
11c	New development (including residential) should be required to incorporate integrated recycling storage facilities to facilitate recycling, sorting at source and aid kerbside collections.					

### Question 12 : Renewable Energy

4.34 The Draft North West Plan introduces a requirement that 10% of the energy consumed by new developments should be produced from renewable sources. This will form part of the development plan for Halton, however, should the Core Strategy be going further?

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
12a	New commercial developments should be required to exceed the minimum renewable energy requirement of 10% as contained in the North West Plan.					

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
12b	New residential developments (of 10 or more units) should be required to exceed the minimum renewable energy requirement of 10% as contained in the North West Plan.					
12c	New community buildings should be required to exceed the minimum renewable energy requirement of 10% as contained in the North West Plan.					
12d	Novel energy production and consumption systems, including combined heat and power or high-efficiency micro (on-site) generation should be encouraged.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


## A cleaner, safer and greener environment

**Objectives:**

- To protect and enhance valuable natural and man-made environments and heritage
- To improve the health of Halton’s residents and to ensure that everyone has good access to health care provision

- 4.35 There are many natural assets within Halton that contribute to the Boroughs biodiversity, providing habitats for flora and fauna or possessing a special landscape character.
- 4.36 Many of these natural assets are already designated and protected at different levels – some areas have European level protection such as Special Protection Areas (SPA); some are designated nationally, such as Sites of Special Scientific Interest (SSSI), and; some have local protection such as Local Nature Reserves and individual trees which may have a Tree Preservation Orders (TPO).
- 4.37 The protection of these designated features is clearly important, and the Core Strategy will need to address this requirement. In some instances a level of protection is already provided in other Plans or through other means, such as in respect of the Green Belt boundaries which the North West Plan stipulated should not be reviewed until after 2011.

**Question 13 : Green Environment**

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
13a	The need to protect designated natural assets should normally outweigh the benefits of development.					
13b	Opportunities should be identified for the extension and enhancement of existing natural assets and landscape areas.					
13c	The creation of new wildlife habitats and corridors should be sought through the planning system.					
13d	Opportunities should be identified to improve access to Halton’s natural assets such as its Local Nature Reserves.					
13e	New development should contribute to providing interpretation boards/materials and facilities at Halton’s natural assets.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:




**Question 14 : Greening Halton’s Industrial Legacy**

4.38 It has been estimated that 15% of the land in Halton is potentially contaminated from the industrial legacy left by the chemical Industry. Some land is contaminated to such an extent that it is unlikely for the foreseeable future that these areas will be cable of being developed for commercial or residential uses, because of the cost associated with there remediation (cleaning the land up). Creative approaches to delivering the remediation of contaminated land therefore need to be considered.

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
14a	Some Brownfield sites within Halton are unsuitable and uneconomic for built development due to the severe nature of their contamination. Therefore they can only be reclamation for green end uses, such as open space and woodland. But in order to pay for this reclamation they will need to be linked to the release of greenfield land for development elsewhere within Halton.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


## An effective and efficient transport network

**Objective:** Promote accessible transport policies that ensure equitable access to services and amenities for the whole community

- 4.39 The Issues Paper identified transport and accessibility as an important cross-cutting theme which is key to the quality of peoples' lives. Easy access to jobs, shopping, leisure and recreational facilities and other services is essential to a good quality of life and a prosperous, healthy community. Everyone, not simply people with cars, should enjoy access to the full range of services and opportunities.
- 4.40 The Core Strategy will set the broad strategic framework for transport policies, with more detailed policies initially being carried over from the UDP pending review and update in the subsequent Development Control DPD. Many of the decisions concerning strategic transport options have already been taken either at Central or Regional Level (e.g. the new Mersey Gateway) or within the Council's Local Transport Plan. The Core Strategy will develop these options into planning policy.

### Question 15 : National and Regional Transport Infrastructure?

- 4.41 Halton lies between Manchester and Liverpool at the heart of the North West transport network with many strategically important routes (road, rail and water) passing through the borough and is in close proximity to the rapidly expanding Liverpool John Lennon Airport.
- 4.42 The bottleneck in the strategic highway network presented by the congestion levels on the approaches to the Silver Jubilee Bridge stands in the way of economic development in the Borough and across the wider Merseyside area, and makes it difficult to develop an integrated local transport system that meets the travel needs of the Borough's residents, businesses and visitors. The Mersey Gateway will lead to significant journey time savings for cross river traffic and will enable the Silver Jubilee Bridge to cater for local sustainable travel. The Mersey Gateway has been listed by the Regional Assembly as one of the region's priorities for major transport investment and has recently been approved by the Transport Secretary for entry into the programme of major schemes and agreed Government funding of £209 million.
- 4.43 On the railways, the Halton Curve connects the Chester-Warrington Line with the Liverpool Branch of the West Coast Mainline. Though currently maintained it is little used and presents a major opportunity to improve the range and availability of cross regional rail services including the possible provision of a new station within Runcorn. Merseyrail is considering options for its possible reuse together with their operational partners.
- 4.44 Halton is served by both Liverpool John Lennon and Manchester International airports and has supported the development of the two Airport Surface Access Strategies which seek to improve access to both airports whilst limiting traffic growth by encouraging passengers and employees to use more sustainable modes of travel.

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
15a	The Mersey Gateway river crossing should be promoted for road and public transport.					

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
15b	The reuse of the Halton Curve rail line for passenger traffic should be promoted and encouraged.					
15c	The creation of a new railway halt on the Halton Curve within Runcorn should be fully investigated as part of any proposals for reuse of the line.					
15d	Halton should support and where appropriate help implement the findings of the Liverpool John Lennon Airport Surface Access Strategy.					
15e	Halton should support the continued growth of Liverpool John Lennon Airport as a major regional economic driver, including any operational aviation related infrastructure requirements.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


**Question 16 : Creating a more sustainable local transport infrastructure?**

- 4.45 Increases in road traffic are creating congestion and elevated levels of pollution. Journeys by road are becoming slower and more unreliable, causing problems for business and stress to drivers with effects being felt at a local level through poorer air quality, noise, busier roads, and at a global level through climate change.
- 4.46 Congestion within the Borough is most intensive on the approaches to the Silver Jubilee Bridge with peak time congestion also occurring on the approaches to the M56 Clifton Interchange, at the Widnes Eastern Relief Road/Fiddlers Ferry junction, at the junction of the Daresbury Expressway /Chester Road (A56), , at the junction of Kingsway/Milton Road and at the A557 approach to M56 Junction 12.
- 4.47 Central Government requires (PPG 13) that local authorities should focus land uses which are major generators of travel demand in city, town and district centres and near to major public transport interchanges, actively manage the pattern of urban growth and the location of major travel generating development to make the fullest use of public transport and locate day to day facilities which need to be near their clients in local service centres, and adopt measures to ensure safe and easy access, particularly by walking and cycling

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
16a	Land uses likely to generate significant numbers of journeys should be located close to high frequency public transport nodes.					
16b	New development should embrace the transport priorities contained in the Local Transport Plan and maximise the opportunities for sustainable transport.					
16c	Protect existing pedestrian and cycle routes and seek opportunities for their extension or enhancement to maximise the opportunities for sustainable transport.					
16d	Freight should be transported by rail, water or pipeline wherever practicable.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


## Social infrastructure

**Objective:** To support and facilitate essential community facilities and infrastructure in accessible locations

- 4.48 Ensuring that people have access to good social and community facilities is an essential part of the planning process. Social infrastructure includes the buildings, spaces and services that help society function, that foster a sense of community, a sense of place, of belonging. Community facilities allow access to services, to health care and provide locations for social interaction and community engagement. They include education, health and welfare facilities such as schools, health centres, hospitals, residential and care homes, libraries, community/day centres, village and community halls, social clubs and churches. Social infrastructure can also include open spaces, play parks and public art.
- 4.49 New developments (particularly new residential development) may result in the need for additional or improved community services and facilities. It is now generally recognised that developers should be expected to contribute towards the necessary improvements or new facilities that are required as a consequence of their development, not just physical infrastructure (roads, drainage and sewers etc.) but also social infrastructure. In such cases the Council may seek a developer contribution by way of a planning obligation towards the necessary improvements. The more detailed policy approach to Planning Obligations will be set out in later Development Plan Documents.
- 4.50 The planning system is having an increasing role in ensuring that the right infrastructure and other needs are delivered at the right time. Health Checks can be used to identify shortfalls. Planning obligations and agreements are altering the development landscape. Educational, cultural and social infrastructure needs are increasingly being addressed through Section 106 planning agreements.

### Question 17: How can the provision of community facilities and social infrastructure best improve health within the borough?

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
17a	Healthier lifestyles should be supported through promotion of cycling and walking as a viable and attractive alternative to the car for short journeys.					
17b	Healthier lifestyles should be promoted by providing more sports and leisure facilities					
17c	Current open space provision within the Borough is sufficient to meet demand, therefore planning should seek to improve access to existing facilities.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:


**Question 18 : How are new facilities best provided for as a result of new development?**

Please place a tick in the appropriate box following each of the statements:

	Option	Strongly Agree	Agree	Neither	Disagree	Strongly Disagree
18a	Loss of any existing community, education and leisure facilities should be resisted, unless they are replaced with those of an equivalent value (secured by legal agreement) in an equally accessible location.					
18b	Loss of any existing community, education and leisure facilities should be resisted, unless it is demonstrated that there is excess capacity at alternative, equally accessible facilities of a similar quality able to provide adequate compensatory provision.					
18c	Provision of additional and improved community, education and leisure facilities should be encouraged in appropriate and sustainable locations, e.g. town and village centres.					
18d	Developers should be required to contribute towards the cost of Social Infrastructure provision only when specific facilities are needed to allow development to proceed.					
18e	Developers should be required to contribute towards the overall cost of providing social infrastructure and services each time a house or commercial site is developed.					
18f	Developers should be required to improve the quality of development as an alternative to provision of social infrastructure, where those improvements would have an overall greater impact.					

Please use this space if you have any further comments to make in relation to this Question, for instance - do you have an alternative option?:






## 6 Your Information

<b>Your Name and Address (block capitals):</b>		
Title	Forename	Surname
Position		Organisation
Address		
Town		
County		
Postcode		
Telephone Number:		

<b>Signature:</b>	<b>Date:</b>

If you would like to be kept informed of the subsequent stages of the preparation of the Core Strategy Document, please tick here:

Please return to:      Operational Director ~ Environmental and Regulatory Services  
 Environment Directorate  
 Halton Borough Council  
 Halton Lea  
 Runcorn  
 Cheshire  
 WA7 2GW

Telephone: 0151 907 8300      Fax: 0151 471 7314      E-mail: [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk)

## 7 Monitoring and Implementation

- 7.1 The new system of local development frameworks is intended to be responsive to change with individual documents able to be reviewed independently of others.
- 7.2 A pre-requisite of this flexible new system is effective monitoring so that the impact of policies and proposals can be measured with certainty, which in turn will allow decisions to be made to maintain or review policies.
- 7.3 In line with this objective the Core Strategy is required to include within it a Monitoring and Implementation Framework setting set out how the Council intends to monitor the progress of the Local Development Framework and the degree to which its policies and proposals are being implemented.
- 7.4 The framework will identify which organisations and agencies are responsible for each policy area and will through a series of different types of indicator (contextual, core output, local output and significant effect indicators) seek to identify the extent to which policies and proposals are being implemented.

## Appendices

## Appendix I: Further Information

You can find out about the planning system and how it works at [www.planningportal.gov.uk](http://www.planningportal.gov.uk)

### National Framework

To access a downloadable copy of the Planning Policy Statements & Guidance, Regulations or Circulars which form the national framework for the LDF. Visit the Office of the Deputy Prime Minister website at [www.odpm.gov.uk](http://www.odpm.gov.uk) or for a hard copy contact the Office of the Deputy Prime Minister by telephone on 0870 1226 236.

### Regional Framework

To access a downloadable copy of the Regional Spatial Strategy (RSS) or to find out more information about regional planning, visit the North West Regional Assembly (NWRA) website at:

<http://rpg.nwra.gov.uk/planning/spatial.php> or for a hard copy contact the NWRA by telephone on 01942 737921.

### Local Framework

For further information on the local framework including: the Corporate Plan; the Local Transport Plan; the Housing Strategy and Halton: Gateway to Prosperity on the Halton Borough Council website, at [www.halton.gov.uk](http://www.halton.gov.uk) or by contacting the Council on 0151 907 8300.

The Community Strategy and the Safer Halton Partnership Strategy are both available for download on the Halton Strategic Partnership website at [www.haltonpartnership.net](http://www.haltonpartnership.net) or a hard copy can be obtained from the Partnership on 0151 424 2061 extension 1106.

Halton Borough Council

**Core Strategy**  
**Issues and Options Consultation**  
**Document I – Issues Paper**

**Making it Happen ~**  
**A Spatial Plan For Halton**

**Internal Partnership Consultation**  
**19<sup>th</sup> May – 9<sup>th</sup> June 2006**

Operational Director  
Environmental and Regulatory Services  
Halton Borough Council

Rutland House  
Halton Lea  
Runcorn  
WA7 2GW

## Foreword

[Insert Picture of Cllr McDermott or Cllr Polhill]

This is your chance to have your say about shaping future development within Halton, through to 2021.

The Government has recently introduced major changes to the planning system. Halton Borough Council are now required to prepare a number of individual documents that together will contain the policies that will guide development at the local level. Together these documents will be known as the Halton Borough Local Development Framework or LDF. This framework is very important, as it will be used to assess planning applications and to allocate land for new development up to 2021. It will affect everyone who lives, works and visits the Borough.

This **Issues Paper** sets out the broad issues that planning policy within the Borough will need to help address, including those issues identified by the newly updated Community Strategy. The accompanying **Options Paper** establishes the role of planning policy in addressing these issues and the constraints that have to be taken into account when considering possible options. Both documents should be read together to allow a broad understanding of the spatial planning issues and options for Halton. If you wish to comment on either document please complete the relevant sections within the Options Paper, and return it before the end of the consultation period set out overleaf. In addition, the development of options and policies will be subject to a **Sustainability Appraisal (SA)**, the Scoping Report for the SA has already been produced. An interim SA has been published alongside the Issues and Options Papers which makes an initial comparison of the of the broad spatial options discussed in the Options Paper.

Both this Issues Paper and the Options Paper, and information relating to the SA are available on the Borough Council's website, or as paper copies from Runcorn Town Hall; Widnes, Halton Lea & Ditton libraries; Runcorn Tourist Information Centre; and Halton Lea & Widnes Halton Direct Links.

Cllr name

Cllr post

## How to get involved

Comments should be made using the **Options Paper**, which accompanies this document. Please submit your comments and suggestions during the consultation period, which runs from Thursday 27<sup>th</sup> July until 5.00 pm on Thursday 7<sup>th</sup> September 2006.

## What will happen to your comments?

Your views will be reported to Council Members and will be taken into consideration when developing the best options to take forward in the Core Strategy, the next stage of which will be the publication of preferred policies later in the year.

There are a number of ways in which you can get in touch with us. You can send your completed Options Paper and any additional comments to:

### By Post:

Spatial Planning – Issues and Options  
Consultation  
Environmental and Regulatory Services,  
Halton Borough Council,  
Rutland House,  
Halton Lea,  
Runcorn,  
WA7 2GW

### By Email:

[spatial.planning@halton.gov.uk](mailto:spatial.planning@halton.gov.uk)

### On the Web:

An electronic version of this document is available from the Council's website at [www.halton.gov.uk/spatialplanning](http://www.halton.gov.uk/spatialplanning)

## Further Information:

If you would like to discuss any matters relating to the Core Strategy consultation process, please call the Spatial Planning Team on 0151 907 8300.

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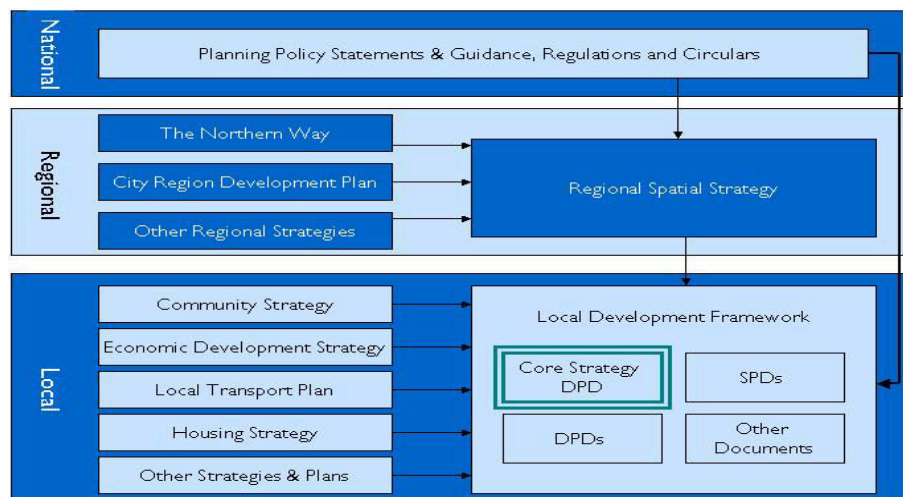
# I Introduction

- I.1 The Council has recently adopted its latest development plan, the Halton Unitary Development Plan (UDP), which guides development and is used to assess planning applications across the Borough. The UDP is considered to be generally up-to-date, with a sound evidence base, however because the Government has introduced changes to the planning system, it now needs to be reviewed and updated promptly and replaced by new Local Development Frameworks (LDF).

## What is the Local Development Framework (LDF)?

- I.2 The Government has introduced major changes to the planning system replacing 'old style' development plans, which could take 5 or more years to prepare, with a system of smaller more focused documents that together will guide development at the local level. Together these documents will be known as the Local Development Framework (LDF).
- I.3 Policies and proposals within these documents will eventually replace those in the adopted Halton UDP. The documents that will contain the statutory policies and proposals will be known as Development Plan Documents (DPDs). The Core Strategy will be the first of these documents. Further, more detailed planning advice, such as technical guidance relating to how to design shop fronts or advice relating to the development of a particular part of the Borough is predominantly contained in Supplementary Planning Document's (SPDs). These SPD also form part of the LDF, but are not statutory documents.
- I.4 One of the main aims of the LDF will be to assist in the delivery of 'Making It Happen In Halton – A Community Strategy for a Sustainable Halton', by setting out policies to guide decisions on planning applications, and making specific proposals for the use and development of land (for example by allocating land for housing, shops, schools, employment, etc).
- I.5 The LDF must take account of and conform to national planning policy and the Regional Spatial Strategy (RSS), as well as important local strategies, plans and projects. Figure I, sets out the national, regional and local framework for the LDF and shows where the Core Strategy sits within that framework.

Figure I: Summary of International, National, Regional and Local context for the LDF & Core Strategy



## What is the Core Strategy?

- 1.6 The Core Strategy is the main Development Plan Document (DPD) within the Local Development Framework (LDF). It sets out the vision, objectives and strategy for the spatial development of the Borough and provides the over-arching policy for the LDF. All subsequent DPDs and SPDs will therefore be guided by the over-arching policies that the Core Strategy sets, hence its importance, as is your chance to shape its content.
- 1.7 Details of other documents to be prepared as part of the LDF are set out in the Council's 'project plan' for the LDF - called the Local Development Scheme (LDS). The LDS is available on the Borough Council website or on request from the Spatial Planning Team.

## What is Spatial Planning?

- 1.8 The new planning system requires Local Authorities to take a 'spatial' approach to planning policy to ensure the most efficient use of land by balancing competing social, environmental and economic priorities within the context of sustainable development. This goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.

## What is Sustainable Development?

- 1.9 The LDF is intended to balance environmental, economic and social needs and ensure a better quality of life for everyone, now and for future generations. This is known as sustainable development
- 1.10 A 'Sustainability Appraisal' must be undertaken on the Core Strategy during its production to ensure that it promotes sustainable development. A report setting out the proposed scope and extent of this SA was produced and consulted upon prior to this consultation stage. The Scoping Report has been used alongside the Community Strategy to help identify within this document the key issues and priorities that need to be addressed through the Core Strategy and other LDF documents. In addition an 'interim SA' has been produced to help compare how sustainable the different spatial approaches, set out in the Options Papers are. Copies of either the Core Strategy SA Scoping Report or the 'interim SA' can be found on the Council's website or on requested from the Spatial Planning Team.

## About this Document

- 1.11 This Issues Paper forms the initial stage in the preparation of the Core Strategy. It is intended to generate discussion on the issues facing the Borough, and thereby inform the development of appropriate policies in the Core Strategy.
- 1.12 This Issues Paper starts by providing an explanation of the main elements of the National and Regional planning policy framework, to which planning policy in Halton must conform. The Paper then goes on to set the local framework, starting with issues relating to existing land allocations in the recently adopted Halton UDP, and also environmental designations such as protected habitats and the Green Belt. The local framework is continued by using the Community Strategy as a basis for looking at the issues affecting the Borough.
- 1.13 The Core Strategy Issues & Options Consultation: Document 2 – Options Paper accompanies this **Issues Paper**. The Options Paper takes the consultation process forward

by beginning to identify options for the planning policy that will contribute to addressing the issues identified within this document. Your views on what should be covered by these policies can be expressed in the Options Paper and returned to the Council so that your comments can be taken into account.

- 1.14 Once all comments have been received and the Issues and Options consultation has ended, your comments will be considered and reported to elected Council Members. What you tell us will help refine and shape a draft Core Strategy; containing preferred spatial planning policy options for Halton. These preferred policy options will be presented for another period of public consultation later in the year. Figure 2 summarises the process leading to the formal adoption of the Core Strategy.

Figure 2: Core Strategy Timetable



## 2 National and Regional Framework

### What are we required to do?

- 2.1 All the documents forming the Local Development Framework (LDF) must be prepared in the context of national, regional and local policies, plans and strategies. Information about where the documents referred to in this section can be viewed can be found in Appendix I.

### What is the National and International framework?

- 2.2 The International framework consists mainly of European Union Directives and Designations and various International Agreements and Conventions. One such convention affecting Halton is the RAMSAR International Treaty on the protection of wetlands to which the Mersey Estuary was added in December 1995.
- 2.3 The national framework is set by a combination of Planning Policy Guidance notes (PPGs), which are gradually being replaced by Planning Policy Statements (PPSs), regulations and planning circulars.

### What does the National and International framework require of the LDF?

- 2.4 The policies developed as part of the LDF must be consistent with national planning policy on different aspects of spatial planning, including housing, transport and open space.
- 2.5 National Planning Policy Statement (PPS)1: Delivering Sustainable Development, sets out the Government's objective for the planning system to be a key means of delivering sustainable development in England PPS1 states that the Government is committed to:
- Social progress which recognises the needs of everyone;
  - Effective protection of the environment;
  - Prudent use of natural resources; and
  - Maintenance of high and stable levels of economic growth.

### What is the Regional framework?

- 2.6 Regional spatial planning guidance is contained in the North West Plan. This plan now forms part of the Development Plan for Halton and is currently under review. The draft North West Plan was submitted to the Secretary of State in January 2006. It is expected that the plan will be adopted towards the end of 2007, following a formal public consultation stage and an Examination In Public conducted by a national government inspector.

### What does the Regional framework require of the LDF?

- 2.7 The Core Strategy must be in general conformity with the North West Plan. It raises several issues that will need to be considered during the production of the LDF, the most significant of these are detailed below.

#### Halton's Sub-Region

- 2.8 In preparing the LDF it is important to understand how Halton relates to the sub-region. Halton is located between the Regional Centres of Manchester and Liverpool and is situated

within the Liverpool City Region along with Knowsley, Liverpool, Sefton, St Helens and Wirral.

- 2.9 The Liverpool City Region is already established as an important driving force in the North of England's economy and as a strategic sea and air gateway to the European Union and beyond. The draft North West Plan indicates that within Halton, plans and strategies will be expected to promote economic development, urban renaissance and social inclusion that is complementary to the programmes in Liverpool City Centre and Inner Area.

#### Housing

- 2.10 Once adopted, the North West Plan will identify the number of dwellings that will need to be accommodated in the North West up until 2021. Individual districts will be allocated a share of the regional housing provision. The draft North West Plan currently indicates that Halton's should plan to deliver 500 new dwellings each year. This presently represents an increase on Halton's current annual requirement of 330 new dwellings annually, which is accommodated within the Adopted UDP.

#### Employment land

- 2.11 The draft North West Plan identifies the amount of land to be made available for employment development until 2021. Halton will be required to liaise with other authorities within Merseyside to deliver its allocated share of the regional employment land provision through the LDF. Due to the need to liaise with other local authorities, it is presently difficult to say how much land will need to be allocated in Halton for employment purposes.
- 2.12 In addition to the general employment land allocation, the draft North West Plan identifies Regionally Significant Economic Development Sites. The draft currently includes South East Halton –Daresbury International Science and Technology Park, and Widnes, with access to the West Coast Main Line – Ditton Strategic Rail Freight. Both of these sites are within Halton, and the LDF will need to safeguard and enhance the purposes they are allocated for.

#### Energy and Waste

- 2.13 The draft North West Plan acknowledges that the impacts of climate change are already evident and becoming more significant in the region, for instance it states the North West is experiencing hotter summers, increased winter rainfall, and growing incidences of severe weather conditions and sea level rises. Therefore Halton will be required to contribute to the minimisation of greenhouse gas emissions by promoting high standards of energy efficiency in developments, encouraging use of renewable energy, and reducing the need for transport.
- 2.14 In relation to energy production, the draft North West Plan requires that by 2010 at least 10% (rising to at least 15% by 2015 and at least 20% by 2020) of the electricity supplied in the North West should be provided from renewable sources. Therefore Halton will have to find appropriate locations, for renewable energy generation.
- 2.15 In respect of waste, the draft North West Plan requires that Halton, in collaboration with Warrington Council, will need to develop and enhance alternative handling methods such as composting, re-use, recycling or energy recovery and reduce reliance on land fill. Locations for additional facilities will therefore need to be identified to deal with the projected 6.5 million tonnes of municipal waste by 2020 plus the commercial waste stream.

### Green Belt

2.16 The draft North West Plan specifies that there will be no review of Green Belt boundaries until after 2011. After 2011, the need for exceptional substantial strategic change to Green Belt should be investigated by strategic studies, undertaken by the NWRA, together with the relevant local authorities and other interested parties.

### Regional Parks

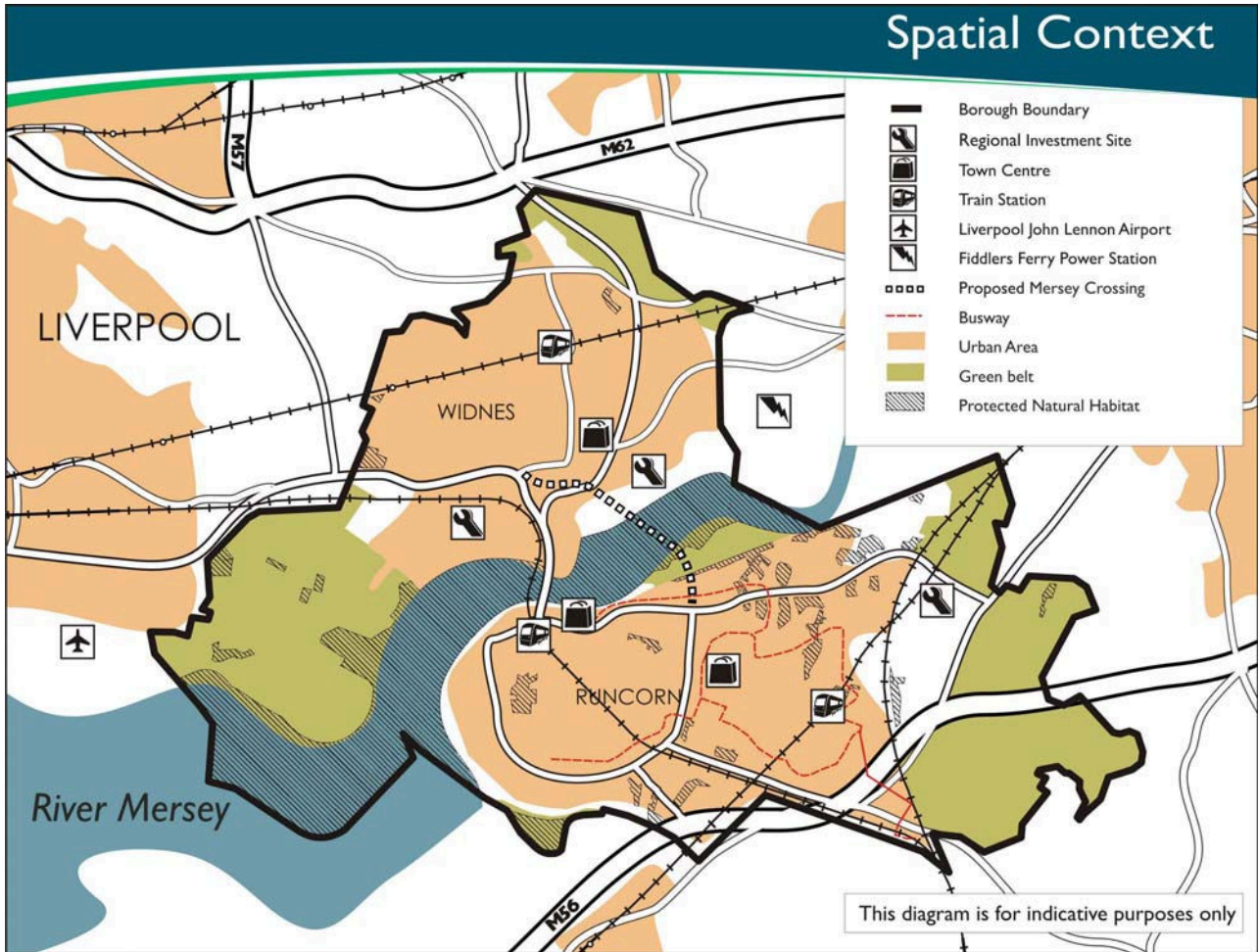
2.17 Halton is located at the convergence of the Mersey Basin Regional Park and North West Coast Regional Park. These aim to capitalise on the strengths of the North West coast, to provide high quality, easily accessible recreation, leisure and sporting opportunities. They aim to aid regeneration, increase employment and business activity and to conserve the landscape close to where people live, including its character, biodiversity and heritage assets.

## 3 Local Framework

### Existing Local Policy Context

- 3.1 The context for the LDF will largely be set by the recently adopted Halton UDP, which itself developed the approach from the previous Local Plan. The UDP has allocated sites for future housing and employment development until 2016. The LDF and, in particular, the Core Strategy will need to take some of these sites into consideration when reviewing and formulating new policies.
- 3.2 Sites for future housing development were allocated, and split into three phases covering the periods to 2007, 2011 and 2016 (subject to monitoring).
- 3.3 The Sandymoor development area is an eastward urban extension of Runcorn covered by UDP Phase 2 allocations (2007-11). These sites benefit from permission under the New Towns Act and many also have outstanding planning permissions. These current permissions will need to be acknowledged in the Core Strategy housing policies and in the subsequent Housing DPD. This will ensure that Sandymoor is fully developed as the sustainable neighbourhood originally envisaged.
- 3.4 UDP Phase 3 sites, programmed for release for development from 2011-2016 include land to the north of Widnes and further eastward expansion of Runcorn. These sites, although allocated in the UDP, do not yet benefit from planning permission. The role of these areas and a range of housing scenarios are considered in the accompanying Options Paper.
- 3.5 In respect of employment land, the UDP allocates a range of greenfield and brownfield sites for new development. Some have already been committed. These allocations include land which contributes to the Regionally Significant Economic Development Sites, identified in the draft North West Plan. Therefore some existing allocations will need to be continued, other uncommitted (without planning permission) sites will be considered in the context of the spatial development options, set out in Options Paper. Additionally, Government advice concerning land for housing states that existing employment sites and allocations should be reappraised to confirm that employment is the most suitable use.
- 3.6 In addition to these allocations there are also a number of other local policy contexts, such as designated and protected landscapes and habitats. These are summarised in figure 3. Also identified on this map are other important factors, which together creates a summary of the spatial context for considering planning policy options against.

Figure 3: Spatial Context Map



### Spatial Realisation of the Community Strategy

3.7 A key aim of the LDF and the Core Strategy will be to contribute towards the spatial realisation of the Community Strategy. The Community Strategy vision is:

*'Halton will be a thriving and vibrant Borough where people enjoy a good quality of life with good health; a high quality, modern urban environment; opportunity for all to fulfil their potential; greater wealth and equality; and, safer, stronger and more attractive neighbourhoods.'*

3.8 In order to achieve this vision, the aims and objectives of the Community Strategy have been divided into five key priorities:

- A Healthy Halton;
- Halton's Urban Renewal;
- Halton's Children and Young People;
- Employment, Learning and Skills in Halton; and
- A Safer Halton.

3.9 Section 4 of this document - The Issues Paper - sets out the 5 key priorities from the Community Strategy and introduces the areas where spatial planning may be able to make a contribution to the realisation of the vision and key aims from that document. A further



section considers other important issues that cannot be placed in any one of the five proceeding priorities.

- 3.10 For each priority, an overview of key issues is provided, including details about the current local situation (using information, taken from sources such as the 2001 Census and information used in the Sustainability Appraisal baseline data) and what the people of Halton have told us about how this affects their areas and impacts upon their lives (taken from a Halton Strategic Partnership residents survey conducted in 2005). This public feedback was conducted through telephone surveys and focus groups. The final section of each theme begins to explore what spatial planning can do to influence the delivery of that priority.

### Community Strategy and Planning – Creating the linkages

- 3.11 The Community Strategy will be implemented by a range of partner organisations and therefore groups its aims and proposed actions under broad, topic based themes. Spatial Planning and the allocation and control of land use do not fit easily under such themes.
- 3.12 Document 2, the **Options Paper** sets out how we intend to take forward the aims of the Community Strategy in spatial planning terms. Initially these will be developed in the Core Strategy which will in turn be supplemented by a series of topic based Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). A full list of the documents we intend to produce and the timetable for their production is contained in the Local Development Scheme which can be found on the Council's website or on requested from the Spatial Planning Team.
- 3.13 The Core Strategy will be developed around the following series of spatial planning themes:
- A decent home;
  - A balanced and prosperous economy;
  - Vital and vibrant town centres;
  - Well deigned places and spaces;
  - A cleaner, safer and greener environment;
  - An effective and efficient transport network; and
  - Social infrastructure.
- 3.14 Within the 'what spatial planning can do' section for each priority, links are included to the relevant spatial planning theme (set out above) of the **Options Paper**. If you are interested in a particular issue just use the '[GO TO >](#)' box, which will direct you to the appropriate section of the **Options Paper** where you will be able to make comments about how you think spatial planning should influence that issue. Where the Community Strategy priority can be influenced by more than one planning 'theme' there will be pointers to a number of different sections in the **Options Paper**.

## 4 Community Strategy Themes

### A Healthy Halton

#### Community Strategy aim:

*To create a healthier community and work to promote well-being ~ a positive experience of life with good health (not simply an absence of disease), and a place where people are encouraged to care and look after themselves.*

#### What are the issues?

- 4.1 Halton has a comparatively young population structure, largely as a legacy of the arrival of young families with the development of Runcorn new town. However, first generation new-town residents are getting older and the proportion aged 65+ is set to increase by over 40% by 2021, with projected reductions in numbers aged under 20 of 12% and of those aged 30~44 of 15%.
- 4.2 Ill health, disability and reduced life expectancy are major problems in Halton Borough. On average, men can expect to live 2 years less than the average for England, women 2½ years less and over 1 in 5 residents are living with a disability or long-term illness.
- 4.3 Unemployment and workless households are significant problems in many parts of the borough. There is a very strong correlation between deprivation, lifestyle and poor health. Either through lack of choice or low aspirations, many residents have lifestyles that actively contribute to adverse health outcomes.
- 4.4 Environment, fear of crime, access to services and access to friends / family and other social interaction can also affect a person's feeling of well-being, their self-esteem, happiness and ultimately their health.
- 4.5 Delivery of health services within Halton is undergoing structural changes, due to a move to more localised delivery of care within the NHS. This may lead to demands for new or enlarged health care facilities in certain locations whilst other existing sites may reduce in size.

#### Local Situation

- More than half of the adult population in Halton is overweight.
- Almost a third of residents smoke.
- A quarter of men drink excessively (over 21 units p.w.). Deaths from liver disease and cirrhosis are almost 50% greater than the national average. For women it is over 70% greater.
- About half of residents take no vigorous exercise on an average weekday and on average take vigorous activity less than once a month or never. Women are less likely than men to take exercise.
- 32% of households report one or more member having a disability or Limiting Long Term Illness, with 1 in 10 households containing a wheelchair user.

- In many parts of the Borough the proportion of children living in households receiving means-tested benefits is among the highest in the country.
- 11% of children in Widnes, and 4% of children in Runcorn, live in houses with no central heating.
- In winter the death rate in Halton rises by twenty per cent.

## What You Told Us

- Generally, residents appeared satisfied with access to services and amenities. The following proportions of residents found it ‘very easy ‘ or ‘fairly easy’ to access services:
  - 83% for a GP;
  - 87% for a chemist / pharmacy;
  - 79% for a shop selling fresh fruit and vegetables;
  - 72% for a sports and leisure centre;
  - 54% for a cultural or recreational facility (cinema or theatre); and
  - 84% for parks and open spaces.
- “Improve local parks and make them safer and tidier” was thought to be most effective in improving the environment by 15% of residents. Other improvements suggested included:
  - Reduce pollution;
  - More facilities i.e. Shops, Pubs & clubs;
  - More parks, plant more trees;
  - Reduce anti-social behaviour;
  - Tidy up run down areas;
  - More traffic calming schemes;
  - Reduce traffic calming measures; and
  - Improve transport.

## What Spatial Planning Can Do

- 4.6 Planning cannot compel people to lead healthy lifestyles, but it can seek to ensure that people enjoy a healthy and safe environment that provides equitable access to the social infrastructure and facilities to allow healthy living choices. [GO TO > Social Infrastructure](#)
- 4.7 Planning can help deliver better residential environments with access to open spaces and green corridors. These provide safe and attractive options for healthy transport (walking and cycling) as well as for recreation. [GO TO > Social Infrastructure & An Effective and Efficient Transport Network](#)
- 4.8 Planning can seek to help deliver special or adapted housing in association with Registered Social Landlords and others where there is an identified demand. [GO TO > A Decent Home](#)
- 4.9 Planning can seek to improve the image of the borough and provide land for new employment development to improve the local economy, increase job opportunities for local residents and tackle deprivation. [GO TO > A Balanced and Prosperous Economy](#)
- 4.10 Issues relating to improving opportunities and aspirations through supporting employment development and education are discussed further under the Community Strategy themes

“Halton’s Children and Young People” and Employment Learning and Skills” within this document.

## Halton’s Urban Renewal

### Community Strategy aim:

*To transform the urban fabric and infrastructure, to develop exciting places and spaces that create a vibrant and accessible Borough that makes Halton a place where people are proud to live and see a promising future for themselves and their families.*

### What are the issues?

- 4.11 Halton’s industrial legacy continues to influence the way the Borough develops today. Modern day Halton inherited an unenviable legacy of contaminated land and potentially hazardous industrial processes some of which undermines the attractiveness of the Borough. Positive assets from early industrialisation, include the Sankey, Bridgewater and Manchester Ship Canals. These are forgotten gems that for too long development in Runcorn and Widnes have under-utilised and turned their backs on and only recently are providing an attractive backdrop to new development.
- 4.12 The recently approved new crossing of the River Mersey at Runcorn/Widnes, called “The Mersey Gateway” will provide a landmark and inspirational development that will remove a physical and psychological barrier to investment and increased prosperity.
- 4.13 There is real potential for Halton to embrace a culture of urban renaissance, to bring prosperity and activity to parts of the Borough that have otherwise been neglected. By reinvigorating our urban areas, and making them attractive places to live and work, it will reduce the need to develop outwards onto Halton’s surrounding countryside.
- 4.14 Promoting urban renewal is also concerned with encouraging sustainable and inclusive patterns of development with new housing and places to work, close to existing shops and services, and public transport opportunities. New retail and leisure opportunities can be accessibly located, which also reinforces the existing role of Halton’s town centres.
- 4.15 Promoting urban renewal and knitting Halton’s existing urban fabric back together is therefore key to greater prosperity and boosting the image of the Borough, and ultimately in making Halton a better place to live.

## Local Situation

- At the time of the 2001 Census, 29% of households in Halton did not have access to a car. This is the highest proportion of non-car households amongst the Merseyside authorities. In some parts of the Borough the proportion of non-car households is even higher: Windmill Hill (48%), Castlefields (45%), Appleton (43%) and Riverside (38%).
- In 2004, Halton’s submission to the National Land Use Database identified 118 hectares of previously developed vacant land and buildings. Of this land, 69 hectares is incapable of beneficial use without treatment.

## What You Told Us

- 82% of residents were satisfied with their local area as a place to live.

- 41% of residents felt that their local area has improved as a place to live over the preceding 2 years.
- Daresbury residents were the most satisfied with their area but complained about access to shops, health and education services.
- Over 60% who envisage moving home within the next 3 years expect to remain within Halton.
- 43% of households expecting to move to market housing within Halton, expressed a preference for the Upton Rocks, Birchfield, Farnworth, Halton View area. 23% expressed a preference for Old and Higher Runcorn and Weston Village / Point.
- Improving the natural and urban environment within their local area was identified by 22% of people as being an effective way of making a better place to live.

## What Spatial Planning Can Do

4.16 Spatial planning has a key role to play in achieving urban renewal because it presents an opportunity to reshape and restructure the existing urban environment. Spatial planning can help take account of changing needs of people and businesses, such as by directing new uses to redundant land and buildings to stimulate activity and creating a new purpose for a place. Fundamentally, spatial planning can seek to ensure that new buildings are sustainable and adaptable to the changing needs of society to reduce the need for intervention in future. The ways that spatial planning can contribute include:

- Encouraging new housing, industrial and commercial development to be located on previously developed land. [GO TO > A Balanced and Prosperous Economy & A Decent Home](#)
- Balancing and linking the development of greenfield sites (such as existing countryside or open spaces) with the remediation of contaminated land for soft end uses (e.g. amenity open space). [GO TO > A Cleaner, Safer and Greener Environment](#)
- Seeking to ensure that retail, leisure and other complimentary uses are, wherever possible, located to reinforce the role of the Borough's existing town centres, as accessible places for shops, services and leisure opportunities. [GO TO > Vital and Vibrant Town Centres](#)
- Look for the highest quality of design in new development, which promotes existing urban areas as attractive places to live, work and visit. [GO TO > Well Designed Places and Spaces](#)

## Halton's Children & Young People

### Community Strategy Aim:

*To ensure that Halton is a vibrant and thriving borough for children and young people where they have the opportunity to fulfil their potential and to prosper living in a quality environment within safe and attractive neighbourhoods.*

### What are the issues?

- 4.17 Development in early childhood, success while at school through educational and other achievement, and the acquisition of needed employable skills, are key determinants of individuals' life and employment chances. They have a major effect on people's ability to get a job, on the income they earn, on their aspirations, behaviour, health and longevity, and on the range of positive choices they are able to make in life.
- 4.18 As many factors affect the life and development of children and young people, other topic areas within this document will also need to be considered in relation to their impact on children & young people within the Borough;

### Local Situation

- The 2001 Census in Halton showed that 22% of the total population were between the ages of 0-15 indicating Halton has a higher proportion of children and young people than the national average.
- Statistics also show that Halton has some of the most deprived wards in the country in terms of child poverty.
- The 2005 Open Space Assessment identified that although there are some deficiencies in the amount of children's play space in the Borough, the majority of the existing provision is geographically well distributed. Demand for additional play facilities has been evident in all consultations, and indicated that the quality of provision was more important than the quantity. This may imply that some play equipment is still in need of renovation.
- GCSE passes are 9 percentage points below the national average. The numbers of pupils with no passes is above the national average.
- In January 2005 there were 11,826 primary school places and there were 10,108 pupils. Thirteen Primary Schools had in excess of 25% surplus capacity.
- In January 2005 there were 8,715 secondary school places and there were 8,156 pupils. One Secondary School had in excess of 25% surplus capacity.

### What You Told Us

- Residents stated the factor that would be most effective in making their local area a better place to live, is 'create opportunities for children and young people'.
- 34% of people surveyed believe that anti social behaviour in their local area is a big or fairly big problem.

- 84% of residents stated that they find it easy to gain access to open spaces. In addition, evidence from the Open Space Assessment 2005 shows there is room to improve the quality of many of the existing sites.
- 67% of people felt that there was “too little” provision of open space and recreational facilities for children & young people.
- College students commented that access to a healthy lifestyle can often be expensive when it comes to buying fresh fruit and vegetables and accessing gymnasiums.

## What Spatial Planning Can Do

- 4.19 Provision of social infrastructure such as nurseries, education establishments, and youth and community facilities, will give children the necessary opportunities to learn valuable skills. [GO TO > Social Infrastructure](#)
- 4.20 Provision of opportunities for recreation, sport and play gives opportunities to maintain an active and healthy lifestyle. Planning can seek to ensure that new development includes appropriate provision for open space and recreational facilities either on site, or through alternative provision. [GO TO > Social Infrastructure & A Cleaner, Safer and Greener Environment](#)
- 4.21 Other planning issues such as providing safer environments for children & young people are considered in other strategic priorities, such as A Safer Halton.

## Employment, Learning and Skills in Halton

### Community Strategy Aim:

*To create an economically prosperous borough that encourages investment, entrepreneurship, enterprise and business growth, and improves the skills and employment prospects of our residents and workforce so that they can share in the all the opportunities Halton affords.*

### What are the Issues?

- 4.22 High economic inactivity rates across the Borough, with particular pockets of high deprivation and social exclusion, are widespread in the local economy. The Halton economy is heavily reliant on a small number of large employers across a narrow range of industry sectors such as industrial chemicals and is therefore vulnerable to changes and pressures in the global marketplace.
- 4.23 Changes to education provision and increased emphasis on the importance of lifelong learning have already seen the provision of new college facilities in Runcorn. Continuing changes may result in changing needs in primary, secondary and further education.

### Local Situation

- Although Halton's economic situation is improving, there remains a high unemployment rate, particularly amongst the under 25's.
- There is a lack of suitable brownfield sites available for employment development within the Borough. This is particularly true for Widnes where there has been difficulty in attracting companies to employment sites that are often contaminated, slowing economic growth.
- Skill levels among the current workforce are low with a quarter of all workers lacking any qualification.
- Companies have expressed reluctance on having to depend on crossing the often heavily congested Silver Jubilee Bridge, which can be a disincentive to economic investment in Runcorn and Widnes.

### What You Told Us

- A large percentage of economically inactive lone parents identified childcare issues as a barrier to employment.
- 29% of households in Runcorn and 19% of households in Widnes with at least one dependent child have no adult in employment.

### What Spatial Planning Can Do

- 4.24 Spatial planning can help address this strategic priority by providing an adequate mix, quantity and quality of employment land and premises which could:
- Help meet business demand both through identifying new sites and where appropriate protecting existing employment land and buildings in both Widnes and Runcorn; [GO TO > A Balanced and Prosperous Economy](#)



- Entice a wider range of businesses to the area and support an entrepreneurial culture by seeking small and flexible business and office unit spaces which new businesses can grow within; [GO TO > A Balanced and Prosperous Economy](#)
- Provide opportunities for clustering of similar or complementary business uses (particularly in identified growth sectors) to help bolster and diversify the local economy; [GO TO > A Balanced and Prosperous Economy](#)
- Encourage development in locations that would minimise the length and number of trips for workers and visitors, and/or promotes access by means of travel other than the private car; and [GO TO > An Effective and Efficient Transport Network](#)
- Locate development requiring access mainly to trunk roads close to major routes, to avoid heavy vehicles negotiating local roads in or around residential areas. [GO TO > An Effective and Efficient Transport Network](#)

4.25 Spatial Planning can also help people gain the necessary skills to enhance their employment chances, by providing access to lifelong learning and employment opportunities such through provision of educational facilities and businesses in locations accessible to people who have not got access to a car. [GO TO > An Effective and Efficient Transport Network](#)

## A Safer Halton

### Community Strategy Aim:

*To ensure pleasant and secure neighbourhood environments, with attractive, safe surroundings, good quality local amenities, and the ability of people to enjoy life where they live.*

### What are the issues?

- 4.26 Crime and fear of crime affect everybody's life. Creating a safe, secure and pleasant environment in Halton for people to live and work within is fundamental to success of the Borough. Section 17 of The Crime & Disorder Act (1998) places a duty on every Local Authority to do all that they reasonably can to prevent crime and disorder in their area.
- 4.27 The phrase 'fear of crime' covers a whole variety of reactions to the prospect of becoming a victim of crime, ranging from mild anxiety to real dread. For example, it might mean being gripped by terror on hearing footsteps behind you as you walk down a dark alley late at night, or an occasional state of apprehension at the thought of being burgled.
- 4.28 The environment of a place, and the design of buildings and the spaces around them have a role to play in reducing opportunities for crime to be committed and also in reducing 'fear of crime'. Some features such as narrow alleyways and subways, blind corners and areas of overgrown shrubbery or poor street lighting contribute to fostering a 'fear of crime' amongst individuals.
- 4.29 The decline of a place is intrinsically linked to a reduced sense of civic pride and ownership; where crime and anti social behaviour take hold and fear of crime exists, people can become excluded from places and their own local area.
- 4.30 Delivery of Policing is undergoing significant change with Police Authorities being amalgamated, the introduction of Community Support Officers and centralised Custody Suites. This may lead to demands for new or enlarged policing facilities in certain locations whilst other existing sites may contract.

### Local Situation

- Crime in Halton is actually low when compared to the other 318 Police Basic Command Units (police areas that generally relate to local authority boundaries). The main crime issues in Halton are vehicle crime, violent crime and anti social behaviour
- In terms of recorded crime, criminal damage accounts for around a quarter of total recorded crime over the last three years. Added to this youth annoyance accounts for a large proportion of incidents reported to the Police. Burglary remains low and has continued to fall over the last three years
- Fear of crime remains high in Halton. It is difficult to assess and there is little data currently available to how this affects communities. It is a major concern according to every survey of Halton residents.

### What You Told Us

- 93% of residents felt either 'very safe' or 'fairly safe' when outside in their local area during the day, falling to 55% after dark. Castlefields residents felt the least safe.

- 29% of residents said they felt unsafe in their local area after dark.
- 33.6% of residents perceived anti social behaviour as a problem in their local area.

## What Spatial Planning Can Do

4.31 Spatial planning can help achieve a safer Halton by:

- Seeking to create better, more sustainable neighbourhoods, that are well designed, well built, capable of being well maintained and valued by the people who live in them. [GO TO > Well Designed Places and Spaces](#)
- Designing places that help to reduce crime, the fear of crime and anti social behaviour. This would include encouraging natural surveillance through promoting activity and overlooking onto streets (Design is addressed as a cross cutting issue within this document). [GO TO > Well Designed Places and Spaces](#)
- Making certain that no planning decisions result in a detriment to wider community safety, by having the necessary policies in place to ensure that the local police and community safety officers, and the local community are consulted and any concerns taken into account. [GO TO > Well Designed Places and Spaces](#)

## Cross Cutting Issues

4.32 There are a number issues raised in the Community Strategy that cut-across two or more of the Strategy's 5 key themes.

### Promoting Quality of Design

#### What are the issues?

4.33 The design of buildings and the spaces around them is critical to the success of places and the people who use them. Design is about creating a place fit for its purpose. Society should not be let down by the design of places.

4.34 The design of places impacts in some way upon all 5 of the strategic priorities in the Community Strategy. For instance, design can contribute to making Halton safer by reducing opportunities for crime to occur; design can help make Halton healthier by encourage people to walk rather than drive; design can contribute to economic prosperity by improving the image and perceptions of an area.

4.35 Design can contribute to achieving the aims of sustainable development, such as by designing buildings that:

- Minimise energy and water usage;
- Make the best use of land;
- Incorporate renewable energy production;
- Are flexible and adaptable for societies changing needs; and
- Respond to their context and location, and fit in with their surroundings.

#### Local Situation

- There are 122 Listed Building within Halton and 10 Conservation Areas. The latter cover 93 hectares and contain 568 properties.
- Parts of Halton have been blighted by a legacy of poor design, most notably in Runcorn where the New Town indulged in novel layouts, construction methods and building designs. Some of these elements have been successful (e.g. the busway / expressway network) and others less so (Southgate / Castlefields etc).
- Halton is one of the most urbanised authorities in the North West.
- 2,555 Ha. representing 28% of the borough's land area is designated greenbelt.
- 1,604 Ha., 18% of the borough is currently designated as urban greenspace.
- 1,207 Ha. (13%) of the borough is shown as being primarily residential on the UDP Proposals Map with 693 Ha. (8%) being primarily employment.
- 171 Ha. (2%) of the borough is identified as previously developed land with redevelopment potential, of which 21 Ha. (0.2%) is considered suitable for housing.

## What you told us

- Improving the natural and urban environment within their local area was identified by 22% of people as being an effective way of making a better place to live.

## What Spatial Planning Can Do

4.36 Spatial planning can help improve quality of design in Halton by:

- Ensuring that development makes the best use of land and accessible locations, by being of an appropriate density. [GO TO > Well Designed Places and Spaces](#)
- Seeking the use of quality materials in all new development that responds to the character and identity of their surroundings and reduce environmental impact such as through energy/water conservation and efficiency. [GO TO > Well Designed Places and Spaces](#)
- Create places with good quality public and open spaces, such as residential streets which create a safe and inviting environment, where people will want to live now and in the future. [GO TO > Well Designed Places and Spaces & Social Infrastructure](#)

## Sustainable Transport Provision

### What are the issues?

4.37 Transport is key to the quality of people's lives and cuts across the five strategic priorities identified in the Community Strategy. The ability of people to access places of work, learning, health care, shopping, leisure and exercise, and other opportunities significantly impacts on their quality of life and life chances. Transport also impacts on air quality and can contribute to climate change.

4.38 Improved accessibility can encourage participation and retention in education, reduce inequalities in health, and help people move from welfare into work.

4.39 The Council's Local Transport Plan (LTP) 2006/07 – 2010/11 is structured around four priorities agreed with Central Government:

- Tackling Congestion;
- Delivering Accessibility;
- Safer Roads; and
- Better Air Quality.

4.40 It aims to deliver a smart, sustainable, inclusive and accessible transport system and infrastructure that seeks to improve the quality of life for people living in Halton by encouraging economic growth and regeneration, and the protection and enhancement of the historic, natural and human environment.

### Local Situation

4.41 The biggest congestion problems in the Borough occur on the approaches to the Silver Jubilee Bridge with up to 90,000 vehicles crossing the bridge each working day. This bottleneck in the strategic highway network stands in the way of economic development, and hinders the development of an integrated transport system that meets the travel needs

of the Borough's residents, businesses and visitors. The recent announcement of agreed funding for the Mersey Gateway paves the way for the construction of the much-needed new crossing, which should generate substantial benefits for Halton, and the economy of the whole sub-region.

- 4.42 Halton has made substantial progress in reducing casualties on our roads. Particular initiatives have been focused on reducing child pedestrian accidents, which have a strong correlation to deprivation (child accidents being 5 times more prevalent in areas of high deprivation).
- 4.43 There are known linkages between high levels of air pollution and people's health. A study and extensive modelling of pollution in the Borough has shown that pollution levels are currently within acceptable air quality standards.

### What you told us

- Good transport links and public transport links (bus and rail) are among the reasons quoted for where you have chosen to live.
- Most residents felt they had 'very easy' or 'fairly easy' access to services and amenities.
- Suggested transport measures included:
  - Improve road maintenance;
  - Improve street lighting;
  - More traffic calming schemes;
  - Reduce traffic calming measures;
  - Better transport of students;
  - Improve parking;
  - Improve transport; and
  - Build a bridge.

### What Spatial Planning Can Do

- 4.44 In partnership with the Local Highways Authority, planning can help ensure that new developments are:
- Designed and completed to ensure highway safety and the efficient operation of the transport network; [GO TO > An Effective and Efficient Transport Network](#)
  - Includes facilities for walking and cycling, such as by providing secure cycle parking as part of a commercial development, as well as for private cars and public transport; [GO TO > An Effective and Efficient Transport Network](#)
  - The protection of key transport corridors and facilities, such as the Runcorn Busway, green corridors and key railway infrastructure. [GO TO > An Effective and Efficient Transport Network](#)
- 4.45 Another way Planning can encourage sustainable transport, is by locating developments such as shops, libraries and leisure facilities in accessible places you can walk, cycle or get the bus to, such as Halton's town centres. [GO TO > An Effective and Efficient Transport Network & Vital and Vibrant Town Centres](#)

## Town Centres and Shopping

### What are the Issues?

- 4.46 Halton's three town centres (Widnes, Halton Lea and Runcorn 'Old Town') are the very heart of the communities that they serve. Traditionally they are hubs of activity throughout the day and into the evening, as places where people can shop, work, access services and leisure opportunities.
- 4.47 The strength, vitality and vibrancy of these town centres within the Borough can therefore impact, in many different ways, on the strategic priorities of the Community Strategy and quality of life of people within the Borough.
- 4.48 The town centres are important sources of employment with over 2,300 directly employed in retail within them, over 500 employed in leisure including food and drink and approximately 2,000 in office based occupations.
- 4.49 Halton's Town Centres are not shown on Draft RSS's list of centres identified as the primary focus for future growth of retail shopping in the region. However this does not preclude investment to meet local shopping needs, or for commercial and residential development, particularly where this will assist in the regeneration of the centre or the wider area.
- 4.50 Each centre has good existing public transport links and is in close proximity to surrounding residential areas, and is therefore largely accessible to people by means other than the private car. Town centres can contribute to reducing social exclusion by being places where people can conduct their daily lives. This is particularly important in some areas of Halton where car ownership is relatively low.
- 4.51 Like town centres, neighbourhood centres, provide focal points within residential areas where people can meet, access services (such as primary health care and a post office) and do 'top up' shopping for daily necessities. They contribute to making the Borough's residential neighbourhoods sustainable, providing shops and services in accessible locations. For people with restricted travel opportunities, such as the elderly, local centres can play an essential function in their lives.
- 4.52 It is therefore crucial to the success of the Borough that the role of town centres and neighbourhood centres are safeguarded and enhanced.

### Local Situation

- Survey work undertaken in 2005 revealed that there were 43 vacant shop units in Widnes (out of 332), 41 in Halton Lea (out of 129) and 4 in Runcorn Old Town (out of 49).
- There are outstanding retail consents and fresh proposals for new retail development in both Widnes and Runcorn in both in-centre and out-of-centre locations. In Widnes these include developments at the Windmill Centre and for a new DIY store and in Runcorn for developments at Halton Lea / Trident Retail Park and at the Bridge Retail Park to the south of Runcorn Old Town.
- There are currently 33 neighbourhood centres in Halton; additionally there are two proposed centres to serve new communities at Upton Rocks, Widnes, and Sandymoor, Runcorn.

## What You Told Us

- 99% of respondents to a town centres users survey in 2003 felt that it was either 'very easy' or 'fairly easy' to find their way around Halton's town centres.
- 17% of respondents to the 'consulting the communities' survey in 2005 stated that it was either 'very difficult' or 'fairly difficult' to access a shop selling fresh fruit and vegetables from their homes.

## What Spatial Planning Can Do

4.53 Planning can help safeguard and strengthen the role of town and neighbourhood centres in Halton by:

- Enabling individual town and neighbourhood centres to prosper without damaging the health of any other; [GO TO > Vital and Vibrant Town Centres](#)
- Co-ordinate public and private investment decisions through the identification of sites for future development; and [GO TO > Vital and Vibrant Town Centres](#)
- Ensure the highest standard of design and architecture within each town centre to create safe and attractive environments for people shop, live and work. [GO TO > Well Designed Places and Spaces](#)

## Pollution

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### What are the issues?

- 4.54 Pollution can directly impact on people's health. Airborne pollution in particular can exacerbate health problems for people with pre-existing respiratory conditions and may lead to an increased incidence of hospital admissions.
- 4.55 Indirectly, pollution can have a negative impact on the image and attractiveness of an area and act as a deterrent to both inward investment and in-migration.
- 4.56 Pollution and potential nuisance are not restricted to smells and odours. Noise, vibration and even light sources can equally be considered to be pollution.

### Local Situation

- Pre-existing pollution in the form of land contamination is a particular issue for large areas of Halton. The Borough's history as the birthplace of the modern chemical industry has left a legacy of many highly contaminated sites.
- A study and extensive modelling of pollution in the Borough has shown that air pollution levels are currently within acceptable quality standards.
- A study by Lancaster University in 2003 failed to find a causal link between Halton's industrial legacy of contaminated land and existing pollution and the Borough's poor records for health and mortality.



- The same study estimated that 15% of the land in Halton is potentially contaminated.

## What you told us

4.57 Measures identified by Halton’s residents to improve their local areas included:

- Reducing pollution;
- Reducing traffic congestion; and
- There was a particular concern about the “smell” of the air, and potential impacts on health from this, this was particularly identified as a problem by resident who live on the northern bank of the River Mersey.

## What Spatial Planning Can Do

4.58 Working together with other agencies with responsibility for environmental matters, planning can:

- Seek to ensure that all developments are designed and built to the proper standards to minimise risk of pollution to the environment; [GO TO > Well Designed Places and Spaces](#)
- Resist development proposals that would lead to an unacceptable increase in traffic congestion and seek provision of mitigation measures as necessary; [GO TO > An Effective and Efficient Transport Network](#)
- Encourage the reuse and redevelopment of previously developed land, including potentially contaminated land (subject to appropriate investigation and remediation); and [GO TO > Well Designed Places and Spaces, A Decent Home & A Balanced and Prosperous Economy](#)
- Balance and link the development of greenfield sites, such as existing countryside or open spaces with the remediation of contaminated land for soft end uses, such as for amenity open space, to compensate for the loss of greenfield sites to development. [GO TO > A Cleaner, Safer and Greener Environment](#)

## Waste

### What are the issues?

4.59 The National Waste Strategy and various European Directives set out the priorities for dealing with waste in the form of a hierarchy of preferred methods of handling:

- Minimise waste production
- Reuse
- Recycle
- Compost
- Energy Recovery
- Disposal (Landfill)

- Disposal (Land-raise)

4.60 The national waste Strategy states that energy recovery should only be considered where re-use, recycling and composting are not appropriate. Disposal should only be considered if none of the former options are viable and land-raise should be discouraged and considered as the very last resort.

4.61 Other key principals regarding the handling of waste are the:

- Best Practicable Environmental Option (BPEO); and
- Proximity Principal

4.62 The former states that waste should be dealt with in the way which has the least environmental impact (guided by the principles of the Waste Hierarchy), whilst the latter states that waste should be dealt with as near as possible to the point of production to minimise the environmental impact of transporting waste.

### Local Situation

- 83% of Halton's municipal waste goes to land-raise at Arpley Tip in Warrington.
- 10% of Halton's municipal waste is recycled and 6% composted.
- On average each household in the North West throws out 1 ¼ tonnes of waste per year.
- Nationally, domestic waste is increasing by 3% per annum.

### What you told us

4.63 Measures identified by Halton's residents to improve their local areas included:

- Recycling more; and
- Provide more recycling sites.

### What Spatial Planning Can Do

4.64 There are a number of ways that spatial planning can assist in tackling the issue of waste, these include:

- Identifying sites for waste management facilities (waste transfer stations / public recycling collection centres etc) that may be required to delivery the Council's Waste Management Strategy. [GO TO > A Cleaner, Safer and Greener Environment](#)
- Ensuring that the design of future developments are able to accommodate likely requirements for waste collection and recycling such as providing facilities so that people can separate and store recycling at home. [GO TO > Well Designed Places and Spaces](#)

## Appendices

## Appendix I: Further Information

### General Information on the Planning System

You can find out about the planning system and how it works at [www.planningportal.gov.uk](http://www.planningportal.gov.uk)

### National Planning Framework

To access a downloadable copy of the Planning Policy Statements & Guidance, Regulations or Circulars which form the national framework for the LDF. Visit the Office of the Deputy Prime Minister website at [www.odpm.gov.uk](http://www.odpm.gov.uk) or for a hard copy contact the Office of the Deputy Prime Minister by telephone on 0870 1226 236.

### Regional Planning Framework

To access a downloadable copy of the Regional Spatial Strategy (RSS) or to find out more information about regional planning, visit the North West Regional Assembly (NWRA) website at: <http://rpg.nwra.gov.uk/planning/spatial.php> or for a hard copy contact the NWRA by telephone on 01942 737921.

### Local Planning Framework

For further information on the local framework including: the Corporate Plan; the Local Transport Plan; the Housing Strategy and Halton: Gateway to Prosperity visit the Halton Borough Council website, at [www.halton.gov.uk](http://www.halton.gov.uk) or contact the Council on 0151 907 8300.

The Community Strategy and the Safer Halton Partnership Strategy are both available for download on the Halton Strategic Partnership website at [www.haltonpartnership.net](http://www.haltonpartnership.net) or a hard copy can be obtained from the Partnership on 0151 424 2061 extension 1106.



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**REPORT:** Urban Renewal Policy and Performance Board

**DATE:** 21 June 2006

**REPORTING OFFICER:** Executive Director, Environment

**SUBJECT:** Widnes Waterfront EDZ Performance Plan

**WARDS:** Kingsway, Riverside and Halton View

## **1.0 PURPOSE OF REPORT**

1.1 To agree the Widnes Waterfront Economic Development Zone (EDZ) Northwest Development Agency (NWDA) Performance Plan for the financial year 2006/07.

**2.0 RECOMMENDATION: That Members endorse the annual Widnes Waterfront NWDA Performance Plan for 2006/07.**

## **3.0 BACKGROUND**

3.1 For NWDA schemes that last more than 1 year it is a requirement of the scheme approval that the delivery organisation, in this case halton Borough Council (HBC), prepares an Annual Performance Plan.

3.2 In subsequent years the plan will be rolled forward and must be agreed with the NWDA before new expenditure is incurred for which grant will be claimed.

3.3 The Performance Plan summarises what the Widnes Waterfront Scheme is intending to achieve in the year 2006/07.

3.4 It provides output detail and clarifies how HBC intends to deliver and achieve them.

3.5 The Performance Plan will also enable the EDZ Programme Manager to review the progress and activity in the EDZ as a key part of the monitoring and evaluation process.

## **4.0 LOCATION**

4.1 The Widnes Waterfront is situated between the conurbations of Liverpool and Manchester. It has excellent road links to both cities with the M62 and M56 bisect the borough.

4.2 The proposed Mersey Gateway will run from the Central Expressway in Runcorn to the Eastern bypass in Widnes and ultimately Speke Road. It will be located immediately to the west of the EDZ improving access to the area for car owners and users of public transport.

- 4.3 The Widnes Waterfront programme area is situated between Widnes Town Centre and the waterfront environment. Since the construction of large-scale factories, plant and infrastructure in the mid 19<sup>th</sup> Century, the riverside environment has been cut off from the remainder of the town. Proposals for the EDZ will help improve the link between the waterfront and the Town Centre.

#### **5.0 KEY PROJECTS IDENTIFIED FOR 2006/07**

- Langtree Access Road
- Gyratory Improvements
- Linear park
- Tanhouse Lane Improvements (phased)
- Landscaping Improvements
- Forward Construction office Development
- Forward Construction Industrial Development
- Clariant Redevelopment
- Heron Phase 3

#### **6.0 POLICY IMPLICATIONS**

- 6.1 None at this stage.

#### **7.0 OTHER IMPLICATIONS**

- 7.1 HBC have secured £5,597,792 million funding from the NWDA for subject to contract. Both parties have now agreed on the wording of the legal agreement, which now needs to be signed by both parties. The performance plan needs to be agreed by HBC and the NWDA before money allocated to projects can be appraised and spent.

#### **8.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

- 8.1 There are no background papers within the meaning of the Act.



TABLE B LOCAL OUTCOME OBJECTIVES, INDICATORS AND TARGETS (PROFORMA B)																						
Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Date	Actual and Trajectory Data											On track/not on track?	Source of Data						
				2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11									
CO1 & 5 [KSTA 1& 2]	Target No. 7: Percentage of pedestrian crossings with facilities for disabled people (BVPI 165)	Target of 100% of all crossings by 05/06. (Interim target set of 90% by 03/04 - exceeded)	53% (99/00)	72.1%	88%	95%	100%	100%	100%	100%	100%	100%	100%	100%	Target met	Council's own records	Improved accessibility to public transport (No. 2)					
CO2, 3 & 4 [KSTA 2]	Target No. 17: Number of passengers trips on accessible transport services (Local Indicator)	Interim Target of 112,645 for 04/05 exceeded. Target of 147,800 set for 05/06.	43,000 (99/00)	84,400	106,500	110,805	146,338	153,768	154,000	155,000	156,000	157,000	158,000	Target met	Information from Halton Community Transport - annually	Reduced congestion, increased public transport access and improved air quality (No's 1, 2 & 4)						

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APR Core Indicators Pro-Forma A

Select your LA from the drop down list (Click in yellow box and use the drop down arrow).

Halton

TABLE A

Core Indicator	Definitions	Year	Value	Year Type <sup>3</sup> (Enter C for Calendar Year and F for Financial Year)	Actual and Trajectory Data <sup>2</sup>											Is your LA on track to meet its target for this core indicator?	Please indicate if your reported or target figures have changed since you previously reported.	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.				
					Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10				2010/11			
Road Condition (% where structural maintenance should be considered) <sup>4</sup>	(1) principal roads - BV96 (Now 223)	Base Data <sup>1</sup>	1999/00	1.22%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Yes	New 'Scanner' measurement techniques invalidates previous figures and targets. New targets to be set when data is available. <b>New target/trajectory required</b>	National Road Maintenance Condition Survey using Scanner Results.		
		Target Data <sup>2</sup>	2005/06	22.50%		Actual Figures	2.69%	3.57%	4.81%	3.92%	22.53%	1.44%										
		Units		Percent		Trajectories								1.44%	1.44%	1.44%	1.44%	1.44%				
	(2) non-principal roads - BV97a (Now 224a)	Base Data <sup>1</sup>	2001/02	2.58%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Yes			Target is on track. New Target is to be set once Scanner data is available. <b>New Target/Trajectory needs to be set</b>	Currently SCRIM Survey, changing to Scanner Survey
		Target Data <sup>2</sup>	2005/06	8.50%		Actual Figures		2.58%	10.50%	14.39%	9.45%	2.20%										
		Units		Percent		Trajectories								2.20%	2.20%	2.20%	2.20%	2.25%				
	(3) unclassified roads - BV97b (Now 224b)	Base Data <sup>1</sup>	2001/02	0.014%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				Target is on track	Coarse Visual Inspection.
		Target Data <sup>2</sup>	2005/06	6.50%		Actual Figures		0.014%	5.04%	6.71%	3.21%	12.90%										
		Units		Percent		Trajectories								12.00%	12.00%	12.00%	12.00%	12.00%				
Number of bus passenger journeys <sup>5</sup>	Thousands of bus passenger journeys (i.e. boardings) per year in the authority - BV102	Base Data <sup>1</sup>	2000/01	6,121,200	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Target is on track - New Trajectory to be set	Information from bus operators supplied quarterly.		
		Target Data <sup>2</sup>	2005/06	6,117,212		Actual Figures	6,121,200	6,437,800	5,981,200	6,003,152	5,824,182	5,514,932										
		Units		No. of passengers / year		Trajectories								?	?	?	?	?				
Bus passenger satisfaction <sup>6</sup>	Percentage of bus users satisfied with local bus services - BV104	Base Data <sup>1</sup>	2000/01	58%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Yes	Target on track	HBC random sample survey from electoral register - tri-annually.		
		Target Data <sup>2</sup>	2005/06	61%		Actual Figures	55%	No data available	No data available	59.90%	No data available	No data available										
		Units		Percent		Trajectories								63%	65%	67%	69%	71%				

Core Indicator	Definitions	Year	Value	Year Type <sup>3</sup> (Enter C for Calendar Year and F for Financial Year)	Actual and Trajectory Data <sup>2</sup>													Is your LA on track to meet its target for this core indicator?	Please indicate if your reported or target figures have changed since you previously reported.	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.	
					Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11					
Number of cycling trips	Number of cycling trips at a representative number of counting points	Base Data <sup>1</sup>	2002/03	30	F	Year													Yes	Target met.	Measured at four permanent cycle count sites within the Borough.
		Target Data <sup>2</sup>	2005/06	Old Target of 48 achieved. New Target of 65 set		Actual Figures	No data available	No data available	30	44	60	70									
		Units		No. of cycling trips at 4 counting points (7 day, 24 hour average)		Trajectories							70	75	80	85	90				
Number of deaths and serious injuries (all ages) <sup>7</sup>	Number of people killed or seriously injured on roads in the authority	Base Data <sup>1</sup>	1994-1998 average	157	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Yes	Target on track	Police STATS 19 form.	
		Target Data <sup>2</sup>	2005	119		Actual Figures	130	69	67	74	74	77									
		Units		No. of KSI's / year		Trajectories							68	68	67	67	67				
Number of children killed and seriously injured <sup>7</sup>	Number of children (aged less than 16) killed or seriously injured in the authority	Base Data <sup>1</sup>	1994-1996 average	33	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Yes	Target on track	Police STATS 19 form.	
		Target Data <sup>2</sup>	2005	23		Actual Figures	25	20	11	17	14	13									
		Units		No. of KSI's / year		Trajectories							15	15	15	15	15				
Light rail passenger journeys <sup>8</sup>	Thousands of light rail passengers per year	Base Data <sup>1</sup>	N/A			Year														Not Applicable	Not Applicable
		Target Data <sup>2</sup>	N/A	N/A		Actual Figures	N/A	N/A	N/A	N/A											
		Units		N/A		Trajectories					N/A	N/A	N/A	N/A	N/A	N/A	N/A				
% of rural households within 13 minutes walk of an hourly or better bus service <sup>9</sup>	% of rural <sup>9</sup> households within 800 metres of an hourly or better bus service	Base Data <sup>1</sup>	2001/02	96.70%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Yes	Target on track	HBC annual survey of properties in the wards of Daresbury and Hale.	
		Target Data <sup>2</sup>	2005/06	96.70%		Actual Figures		96.70%	96.70%	96.70%	96.70%	96.70%									
		Units		Percent		Trajectories							96.70%	96.70%	96.70%	96.70%	96.70%				

**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 21<sup>st</sup> June 2006

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** Delivery Report of the First Local Transport Plan 2001/02 to 2005/06

**WARDS:** Borough-wide

### **1.0 PURPOSE OF THE REPORT**

1.1 The purpose of this report is to seek comments from the Board on the Delivery Report of the first Local Transport Plan 2001/02 to 2005/06 (LTP1 DR) for submission to the Government. A copy of the latest draft of the Delivery Report is circulated with this agenda.

### **2.0 RECOMMENDATION: That**

**That the Delivery Report of the first Local Transport Plan be noted and comments as appropriate be forwarded to the Executive Board for inclusion in the submission to Government.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 In July 2000 Halton produced its first Local Transport Plan (LTP1), which covered the years 2001/02 to 2005/06. As part of the LTP process Halton was required to produce Annual Progress Reports (APRs) for each financial year.
- 3.2 Halton now is required to produce a five year Delivery Report (DR) that will cover all five years of LTP1 as well as the previously unreported 2005/06 financial year. The final printed version of the DR has to be with DfT by 31 July 2006.
- 3.3 The purpose of the LTP1 DR is to compare delivery of transport infrastructure and initiatives with that originally set out in LTP1. Of particular importance is the difference that the Plan has made in terms of the strategic priorities (formerly Corporate Objectives) set out in the Borough's Corporate Plan.
- 3.4 The preparation of the five-year Delivery Report has proved to be significantly more onerous than the preceding APRs. The preparation work has followed closely on the heels of the production of the final Local Transport Plan 2006/07 to 2010/11 that was submitted only at the end

of March 2006. As a result the draft DR now presented is very much a work in progress and is continually being updated as more information becomes available.

- 3.5 A presentation will be made at the Board meeting and further information where relevant will be provided. The PPB is invited to comment on the draft and these will be reported to the Executive Board at their meeting of 22<sup>nd</sup> June 2006.
- 3.6 It is being recommended to the Executive Board that approval of amendments to the final draft be delegated to the Operational Director of Highways and Transportation in consultation with the Executive Board's Member for Planning, Transportation, Regeneration and Renewal.
- 3.7 The first four Annual Progress Reports were assessed by DfT and their scores contributed to the Council's CPA rating. The last two APRs were ranked "Well Above Average" and "Excellent", both in the top category of English APRs. This year it is understood that the Delivery Report and the final LTP2 submission in March 2006 will each count for 50% of the score towards the CPA rating.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 The report covers the previous five years 2001/02 to 2005/06 and does not impact upon future policy, however the first Local Transport Plan has informed the current Local Transport Plan (LTP2) that covers the period 2006/07 to 2010/11. The Council's future transport policies, strategies and implementation programmes are set out in LTP2, copies of which have been sent to all Members.
- 4.2 LTP1 assisted in the delivery of the Council's policies set out in the Corporate Plan.
- 4.3 LTP1 was a flexible document that was able to take on board changes in policy at a local, regional and national level.

#### **5.0 OTHER IMPLICATIONS**

- 5.1 Accessibility and connectivity are essential issues for equality and diversity. Hence every effort has been made to address barriers to movement around the Borough. Particular emphasis is given to improving access to educational facilities and employment opportunities.

#### **6.0 RISK ANALYSIS**

- 6.1 The Annual Progress Report for 2004/05 received the highest grading from Government of "excellent" which led to additional funding being made for the Borough. It is expected that a high scoring Delivery Report will help to attract additional performance based funding in the 2007/08 transport capital settlement.

## **7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 Accessibility and connectivity are essential issues for equality and diversity. Hence every effort has been made to address barriers to movement around the Borough. Particular emphasis is given to improving access to educational facilities and employment opportunities.

## **8.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Halton Borough Council Local Transport Plan 2001/02 to 2005/06	Rutland House	Steve Eccles Ext 3127
Annual Progress Report 2001/02	Rutland House	Steve Eccles
Annual Progress Report 2002/03	Rutland House	Steve Eccles
Annual Progress Report 2003/04	Rutland House	Steve Eccles
Annual Progress Report 2004/05	Rutland House	Steve Eccles

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**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 21 June 2006

**REPORTING OFFICER:** Strategic Director Environment

**SUBJECT:** Appointment of Chairman and Members to the Public Transport Advisory Panel

**WARD(s):** Boroughwide

### **1.0 PURPOSE OF REPORT**

1.1 To inform Members of the Urban Renewal PPB of the need to appoint a Chairman and three Members to the Public Transport Advisory Panel. The Panel had previously consisted of the Chairman and Vice Chairman of the Prosperity and Equality PPB, the Executive Portfolio Holder for Transportation and one Member of the Opposition. The Panel will act as a sub group of the PPB and does not constitute an outside body.

**2.0 RECOMMENDED: That the Chair of the Urban Renewal Policy and Performance Board, in consultation with the Executive Portfolio Holder, nominates a Chair and three Members to the Public Transport Advisory Panel.**

### **3.0 SUPPORTING INFORMATION**

3.1 The Public Transport Advisory Panel was originally set up in 2000 with terms of reference as detailed below:

- (1) monitor the performance of the public transport network within the Borough to ensure it meets the mobility needs of local people and the principles of Best Value;
- (2) to make recommendations to the Planning and Transportation and Development Policy and Performance Board for amendments and improvements to the public transport network; and
- (3) to review and comment on the effectiveness of the Council's public transport policies.

3.2 The Panel does not have any delegated powers or voting rights and the minutes of the panel had originally been reported to the Planning and Transportation and Development PPB for recommendation as necessary to the Executive Board. From 2004 the Panel reported to the Prosperity and Equality PPB. The minutes will now be reported to the Urban Renewal Policy and Performance Board.

3.2 The Panel includes representatives from passenger and other community groups. It is normally attended by the main transport operators as well as representatives from the TravelSafe project.

**4.0 POLICY IMPLICATIONS**

4.1 None.

**5.0 OTHER IMPLICATIONS**

5.1 None.

**6.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

6.1 There are no background papers under the meaning of the Act.

**REPORT TO:** Urban Renewal Policy and Performance Board

**DATE:** 21 June 2006

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Performance Management Reports for 2005/06

**WARDS:** Boroughwide

### **1.0 PURPOSE OF REPORT**

1.1 To consider and raise any questions or points of clarification in respect of the 4th quarter year-end performance management reports on progress against service plan objectives and performance targets, performance trends/comparisons, factors affecting the services etc. for:

- Economic Regeneration
- Highways & Transportation
- Landscape Services
- Major Projects
- Operational Support

### **2.0 RECOMMENDED: That the Policy and Performance Board**

- 1) Receive the 4<sup>th</sup> quarter year-end performance management reports;**
- 2) Consider the progress and performance information and raise any questions or points for clarification; and**
- 3) Highlight any areas of interest and/or concern where further information is to be reported at a future meeting of the Policy and Performance Board.**

### **3.0 SUPPORTING INFORMATION**

3.1 The departmental service plans provide a clear statement on what the services are planning to achieve and to show how they contribute to the Council's strategic priorities. The service plans are central to the Council's performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.

3.2 The quarterly reports are on the Information Bulletin to reduce the amount of paperwork sent out with the agendas and to allow Members access to the reports as soon as they have become available.  
It also provides Members with an opportunity to give advance notice of any questions, points or requests for further information that will be raised to ensure the appropriate Officers are available at the PPB meeting.

**4.0 POLICY AND OTHER IMPLICATIONS**

4.1 There are no policy implications associated with this report.

**5.0 RISK ANALYSIS**

5.1 Not applicable.

**6.0 EQUALITY AND DIVERSITY ISSUES**

6.1 Not applicable.

**7.0 LIST OF BACKGROUND PAPERS UNDER SECTIONS 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
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